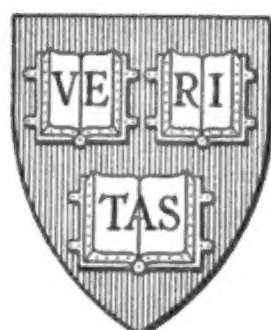


PARLIAMENTARY PAPERS, HOUSE OF COMMONS AND COMMAND

Great Britain. Parliament.
House of Commons





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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

— (25.) —

RAILWAYS; TURNPIKE TRUSTS;
MISCELLANEOUS.

Session

6 February — 7 August 1862.

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ACCOUNTS AND PAPERS:

1862.

THIRTY-EIGHT VOLUMES:—CONTENTS OF THE

TWENTY-FIFTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

RAILWAYS:

Traffic, Working Expenditure, Share and Loan Capital, Amalgamation, Accidents, &c. :

398. Returns, by the several Railway Companies in *England and Wales, Scotland and Ireland*, showing Traffic in Passengers and Goods:—Also, Returns (in continuation of No. 478, of 1861) of Working Expenditure:—Also, authorised Share and Loan Capital, &c.:—Also, Return of the Amalgamation and Working Arrangements and Sales or Leases and Powers of Purchase (in continuation of No. 477, of 1861):—Also, by the Board of Trade of the Number and Nature of Accidents and Injuries to Life and Limb, &c., to 31 December 1861 - p. 1

Accidents :

143. Return of the Number and Nature of the Accidents, and the Injuries to Life and Limb which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland and Ireland* respectively, during the Year ended the 31st December 1861 - - 101
- [2922.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Months of June, July, August, September, October, and November 1861 (Part VI.) - - - 121
- [2956.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Months of January and February 1862 (Part I.) - - - 177
- [2994.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Months of February, March, and April 1862 (Part II.) - - - 187
- [3042.] Reports of the Inspecting Officers of the Railway Department to the Board of Trade, upon certain Accidents which have occurred on Railways during the Months of April, May, and June 1862 (Part III.) - - - 197

Expenses of Promoting or Opposing Bills :

441. Return of the Expenses incurred by each Railway, Gas, and Water Company, in promoting or opposing Bills before Parliament in each Year, from the Year 1855 to 1861, both inclusive; specifying, in different Columns, the Expenses incurred in prosecuting or opposing Bills - - - 215

Maximum Tolls :

229. Maximum Tolls authorised to be taken by each Railway Company whose Capital Expenditure to 31st December 1861 exceeded 5,000,000*L.*, from all Persons using their Railways, with respect to Passengers, Animals, and Things conveyed thereon, and of the Tolls for the use of Engines for drawing or propelling Carriages, and of the Maximum Charges authorised to be made by the Companies for the Conveyance of Articles, Animals, and Passengers upon their Railways, including Tolls for the use of the Railway Carriages and Trucks, Locomotive Power, and other Expenses, &c. - - - 275

TURNPIKE TRUSTS:

England and Wales:

- [3044.] Abstract of the General Statements of the Income and Expenditure of the several Turnpike Trusts in *England and Wales*, for the Year 1859 (pursuant to Act 3 & 4 Will. 4, c. 80) - - - - - p. 285

Scotland:

- [3045.] Abstract of the General Statement of the Income and Expenditure of the several Turnpike Trusts in *Scotland*, 1859-60 (pursuant to the Act 12 & 13 Vict. c. 31) - - - - - 379

Highways (England and Wales):

- [3046.] Abstract of the Receipt and Expenditure for the Year ending Lady-day 1860, of the Highways in *England and Wales* - - - - - 413

MISCELLANEOUS:

Births, Deaths and Marriages:

- [3068.] Table of the Number of Births, Deaths and Marriages, registered in England in the year 1861 - - - - - 465

Burial Act:

491. Returns of all Monies borrowed and Rates levied under the Public Burial Act in every Parish in *England and Wales* where the Act has been applied:—Of the Number of Chapels erected and the Quantity of Land assigned to the use of the Church of *England* and to Non-conformist Communities respectively, and the proportionate Cost to the Rates of providing the said Chapels and Land in each Parish:—And, of the Number of Interments annually in the Ground assigned to the Church of *England* and the Non-conformist Communities respectively - - - - - 471

Chigwell Inclosure:

162. Copy of a Report of the Inclosure Commissioners to the Secretary of State for the Home Department, respecting the Proceedings which have taken place in regard to the Inclosure of certain Lands in the Parish of *Chigwell*, comprised in the Inclosure Bill now before Parliament - - - - - 487

County Treasurers:

325. Abstract of the Accounts of the several County Treasurers in *England and Wales*, for the Year ending 1861, by Act 15 & 16 Vict. c. 81 - - - - - 493

Middle Level Drainage:

280. Correspondence between the Secretary of State for the Home Department and the Commissioners of the Middle Level Drainage and other Persons, respecting the recent Inundations within the District of the Commissioners - - - 497

Public Offices Extension Bill:

382. Copy of Plan referred to in the Public Offices Extension Bill - - - 503

Baronies (Ireland):

473. Names of the Baronies or Half-Baronies in each of the Counties in *Ireland*, with the Gross Valuation of each, according to the General Valuation - - - 509

Charitable Donations and Bequests (Ireland) Bill:

279. Correspondence between the Chief Secretary for *Ireland*, the Home Secretary, and the Board of Charitable Donations and Bequests for *Ireland*; Resolutions or Minutes of that Board, relating respectively to the Charitable Donations and Bequests (*Ireland*) Bill - - - - - 515

County Treasurers (Ireland):

223. Account, in Charge and Discharge, of Fees received by the Registrar of Treasurers' Accounts and Receiver of Fee Fund, for the Year ended 25th March 1862, pursuant to the Act 1 Vict. c. 54 - - - - - 521

Fisheries (Ireland):

452. Reports and Minutes of Evidence taken by the Assistant Commissioner of Fisheries, *Ireland*, in the Month of November 1861, at *Athlone*, *Ballymahon*, and *Limerick* - - - - - p. 523
281. Reports made by the Commissioners of Fisheries in *Ireland*, or their Officers, with respect to Obstructions in the Rivers *Bride* and *Blackwater*, and Correspondence between the Commissioners and the Admiralty and other Persons on the Subject - - - - - 533

Grand Jury Presentments (Ireland):

185. Accounts of Presentments made by the Grand Juries of several Counties, Cities, and Towns in *Ireland*, in 1861 - - - - - 557

Infirmaries and Fever Hospitals (Ireland):

471. Name of each Infirmary of a County, County of a City, or County of a Town, in *Ireland*, supported wholly or in part by Public Funds, in the Years 1858, 1859, and 1860:—Income and Expenditure of every such Infirmary in each of those Years:—Number of Intern Patients in every such Infirmary on 1st January in each of those Years, &c.:—And, of a similar kind from each Fever Hospital, in *Ireland*, supported wholly or in part by Grand Jury Presentments - - - - - 561

Kilconcouse Lands (Ireland):

286. Correspondence between the Drainage Commissioners and the Commissioners of the Woods and Forests, with reference to the Drainage and Valuation of the Lands of *Kilconcouse*, in the *King's County*:—And, between the Treasury and the Commissioners of Woods and Forests, on the same subject - 615

Municipal Boroughs (Ireland):

345. Abstract of Statement of Monies Received and Expended on account of certain Boroughs in *Ireland*, pursuant to Act 3 & 4 Vict. c. 108. s. 137 - - - 625

Phoenix Park (Dublin):

359. Correspondence between the *Irish Government*, the Treasury, and the Board of Works, respecting the Improvement of the Phoenix Park - - - 627

Tenure and Improvement of Land (Ireland):

52. Number of Statements of Expenditure for Improvements lodged with the Clerks of the Peace of Counties in *Ireland*, under the Provisions of the Act 23 & 24 Vict. c. 153, since the passing of that Act:—Number of Provisional Orders made, and made absolute by the Chairmen of Counties, specifying the Amount of Expenditure allowed in each Case:—Number of Appeals from the Decision of the Chairmen of Counties prosecuted, and Number of Charging Orders made, and Appeals made from those Charging Orders - - - 633

RAILWAYS.

RETURN to an Order of The Honourable the House of Commons,
dated 7 February 1862, for,

"Returns by the several Railway Companies in England and Wales, Scotland, and Ireland, showing the Traffic upon the respective Railways, in Passengers and Goods, during the Year ended 31st December 1861, and setting forth the several Particulars mentioned in the annexed Form; viz.,

I.

Length of Line open on 31st December 1861.			PASSENGER TRAFFIC.						GOODS TRAFFIC.						NUMBER OF TRAINS RUN.					
Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	Passenger Trains.	Goods Trains.	TOTAL.
			1st Class.	2nd Class.	3rd Class, including Parliamentary.	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.				
M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.			

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.					TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EXPRESS.		RECEIPTS FROM PASSENGERS.						MINERALS.						
			1st Class.	2nd Class.	3rd Class or Parliamentary.	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class including Parliamentary.	Holders of Season and Periodical Tickets.	Total from Passengers.	Total Receipts from Fares, Luggage, Parcels, Carriage, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£

II.

"Also, Returns by the several Railway Companies in England and Wales, Scotland, and Ireland, of the Working Expenditure of each such Company, during the Year ended 31st December 1861, showing the Length of Line open at that Period, and divided under the following Heads; viz.,

Maintenance and Renewal of Way;	Compensation for Personal Injury, &c.;
Locomotive Power;	Compensation for Damage and Loss of Goods;
Repairs and Renewals of Carriages and Waggon;	Legal and Parliamentary Expenses;
Traffic Charges (Coaching and Merchandise);	Miscellaneous Working Expenditure, not included in the foregoing.
Rates and Taxes;	Total Working Expenditure :"
Government Duty;	

"And, Returns of the whole of the Rolling Stock of the several Railway Companies divided under the following Heads; viz.,

- Locomotives;
- Carriages used for the Conveyance of Passengers only;
- Other Vehicles attached to Passenger Trains;
- Waggon of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise;
- Any other Carriages or Waggon not included in the preceding Columns;
- Total of the Five preceding Columns :"

III.

"Also, Returns by each Railway Company of their authorized Share and Loan Capital, and of the Sums received in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock and Funded Debt, on the 31st Day of December 1861, specifying the Rate per Cent. of the Dividends for the Year 1861 on each of the said Capitals; showing also the Loans outstanding on the 31st Day of December 1861, classified according to the several Rates of Interest per Cent; and the Capital authorized and Capital paid up for, and the Subscriptions to other Undertakings, whether such Undertakings are on Lease to or worked by the Subscribing Company, or are independent ;"

"Of the Amalgamation and Working Arrangements of Railway Companies, and of the Sale or Lease of Railway Undertakings effected during the Year 1861 :"

"And by each Railway Company, showing the Railway or Branch Railway, and the Length thereof, as to which the Powers granted by Parliament for the compulsory Purchase of Land required for its Construction had expired previous to the 31st Day of December 1861 without such Powers having been exercised, and the Capital appropriated by Parliament for the Construction of such Railway or Branch Railway :"

IV.

"Also, a Return by the Board of Trade of the Number and Nature of the Accidents and Injuries to Life and Limb which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in England and Wales, Scotland, and Ireland respectively, during the Year ended 31st December 1861."

(Mr. Hutt.)

Ordered, by The House of Commons, to be Printed,
11 July 1862.

TABLE OF CONTENTS.

	Page
<u>Part I. (Traffic, &c.)</u> - - - - - - - - - - -	3
<u>Part II. (Working Expenditure)</u> - - - - - - - - - -	23
<u>Part III. (Capital, &c.)</u> - - - - - - - - - -	33
<u>Part IV. (Accidents)</u> - - - - - - - - - -	83

PART I.

T R A F F I C, &c.

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon the respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1861.

THE Traffic Returns, which have hitherto been furnished to the Board of Trade by the several Railway Companies of the United Kingdom, in pursuance of the provisions of the Act 3 & 4 Vict. c. 97, were this year required by Orders of the two Houses of Parliament.

In order to prevent reduplication in the mileage, each Company was desired, in returning the length of line open, to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "running powers," but to include "half the length of joint lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, the Railway Companies were desired to count Return Tickets as two passengers, and children as whole passengers.

With regard to the average fares per mile, the Companies were instructed to calculate them on the following principle:—"Divide the total obtained by adding together the ordinary fares for the *single* journey from either terminus of the line to every station on the line (including branches) by the total obtained by adding together the distance (in miles) of such terminus from each station."

The same instructions were given in respect of the express average fares for the *single* journey, in which case only the stations at which the express trains stop were to be counted.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES.

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, showing the TRAFFIC upon the

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec-ember 1860.	Length of Line open on 31st Dec-ember 1861.		PASSENGER TRAFFIC.							GOODS TRAFFIC.						
				NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.			LIVE STOCK.			MINERALS.			General Merchandise.
				1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.				Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
		Double.	Single.	Total.													
Aberdare - - - - -	See "Taff Vale."									No.	No.	No.	No.	No.	No.	Tons.	Tons.
(Leased.)																	
Aberdare Valley - - -	See "Vale of Neath."																
(This is not a Passenger Line.)																	
Abingdon - - - - -	See "Great Western."																
Bedford - - - - -	See "London and North-Western."																
(Leased.)																	
Bideford Extension - -	See "North Devon."																
(Leased to Messrs. Brassey.)																	
Birkenhead - - - - -	See "London and North-Western" and "Great-Western."																
(Vested jointly.)																	
Birmingham, Wolver-	See "London and North-Western."																
hampton, and Stour																	
Valley - - - - -																	
(Leased.)																	
Blyth and Tyne - - -	22 10 18 28 11,354 205,441 93,296 311,051 12 - - - - - 3 - - - - - 1,562,068 5,132 6,176 1,562,068 26,518 8,799																
Bodmin and Wadebridge	144 - - 144 144 116 1,312 4,280 5,708 - - - - - 3 - - - - - 2 - - - - - 2																
Boston, Sleaford, and	See "Great Northern."																
Midland Counties																	
Bourne and Essendine -	See "Great Northern."																
(Leased.)																	
Bradford, Wakefield,	See "Great Northern."																
and Leeds - - - - -	See "Great Western."																
Bridport - - - - -																	
(Leased.)																	
Bristol and Exeter - -	* 118 76 37 113 179,240 1,029,377 360,055 1,468,672 208 1,508 4,168 5,218 21,835 128,080 2,000 - - - - - 107,639 308,036																
(Including "Exeter and Crediton," and "Somerset Central," From 1st Jan. to 31st Aug.)																	
Briton Ferry Floating Dock	See "Vale of Neath."																
(This is not a Passenger Line.)																	
Buckinghamshire - -	See "London and North-Western."																
(Leased.)																	
Cannock Mineral - - -	See "London and North-Western."																
Carlisle and Sillioth Bay	13 - - 13 13 3,008 5,412 47,987 56,405 17 - - - - - - - - - - 40,463 522 41,905 30,208																
Carmarthen and Car-	7 - - 7 7 1,142 4,034 30,336 33,512 - - - - - 10 26 - - - - - - - - - - 3,325 639																
digan † - - - - -	(From 15th August.)																
Cockermouth and Work-	9 - - 9 9 3,350 34,124 19,476 57,150 11 38 12 187 340 4,397 23 147,162 16,276 163,488 15,665																
ington - - - - -																	
Colchester, Stour Valley, Sudbury, and Halstead	See "Eastern Counties."																
(Leased.)																	
Coleford, Monmouth, Usk, and Pontypool -	See "West Midland."																
Colne Valley and Hal-	6 - - 9 9 3,508 8,924 32,878 45,370 - - 7 12 80 139 1,269 4,790 12,101 848 12,940 8,737																
stead - - - - -	See "Furness."																
Coniston - - - - -																	
Cornwall - - - - -	54 3 51 54 32,838 102,380 310,966 506,204 43 221 477 1,579 2,346 8,816 1,178 7,428 9,718 17,146 39,532																
Cromford and High Peak	34 3 31 34 - - - - - 121 121 - - - - - - - - - - 38,403 116,233 154,636 9,289																
Dartmouth and Torbay -	See "South Devon."																
Dorset Central - - -	See "London and South-Western."																
Dowlais ‡ - - - - -	2† 2 0† 2† - - - - - - - - - - - - - - - - 100,466 217,764 315,230 5,387																
(This is not a Passenger Line.)																	
Dursley and Midland Junction	See "Midland."																
East Anglian - - - -	See "Eastern Counties."																
Eastern Counties - - -	468 365 137 502 1,221,378 2,289,597 5,623,501 9,134,530 1,089 2,778 14,127 15,502 220,827 692,264 199,106 632,817 - - 632,817 1,190,106																
(Including "Lowestoft," "Norfolk," "Northern and Eastern," "Roxton and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union" and "Newmarket.")																	
East Anglian - - - -	67 10 57 67 29,736 48,172 209,820 287,728 1 228 804 1,114 24,334 109,993 7,325 46,815 - - 46,815 102,809																
East Suffolk - - - -	60 43 20 60 35,843 98,235 240,306 383,384 2 268 573 864 6,740 10,234 2,411 20,949 - - 20,949 90,114																
Wells and Fakenham -	9 - - 9 9 4,021 5,571 50,902 60,584 5 19 66 98 912 8,476 116 7,406 - - 7,406 13,113																
Total (Eastern Counties)	643 419 229 647 1,290,978 2,411,575 6,133,679 9,866,232 1,097 3,313 15,570 17,578 262,022 820,967 207,986 709,986 - - 709,986 1,396,143																
Eastern Union - - -	See "Eastern Counties."																
(Leased.)																	
East Grinstead - - -	See "London, Brighton, and South Coast."																
East Lincolnshire - -	See "Great Northern."																
(Leased.)																	
East Somerset - - -	See "Great Western."																
East Suffolk - - - -	See "Eastern Counties."																
Epsom and Leatherhead	See "London, and South-Western."																
Exeter and Crediton - -	See "Bristol and Exeter."																
Exeter and Exmouth - -	See "London, and South-Western."																
Fleetwood, Preston, and West Riding Junction	8 1 7 8 2,178 3,210 109,134 114,522 26 3 - - 206 621 161 39 71,327 14,063 85,992 3,778																
(Including "Preston and Loughridge.")																	
Furness - - - - -	31 10 21 31 18,540 43,762 163,930 226,172 413 57 128 1,177 - - - - - - 161,366 575,407 676,963 83,983																
(Including "Coniston.")																	

* This "Length" is exclusive of the "Somerset Central," which is now worked independently of the "Bristol and Exeter."
† The Company state that the line was not worked from 1st January to 15th August in 1861.
‡ The Dowlais Iron Company supply the whole of the Traffic over this Line with the exception of "General Merchandise."
§ This information cannot be given, as the Live Stock is counted by Wagon Loads.

- ENGLAND AND WALES.

respective RAILWAYS IN PASSENGERS and GOODS, during the Year ending 31st December 1861.

Passenger Trains.	Goods Trains.	TOTAL.	NUMBER OF TRAINS RUN.	NUMBER OF MILES TRAVELLED BY TRAINS.	TOTAL.	AVERAGE FARES per Mile.						RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL RAILWAYS OF TRAFFIC.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
						ORDINARY.			EX- PRESS.	RECEIPTS FROM PASSENGERS.										MINERALS.		General Merchandise.	TOTAL Receipts from Goods Traffic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
						1st Class.	2d Class.	3d Class or Par-liamentary.		1st Class.	2d Class.	3d Class.	Total from Pas- sengers.	Total Receipts from Express, Parcel, Bag, &c. con- veyed in Passenger Trains.	Receipts from Mail.	TOTAL Receipts from Pas- senger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.						TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
2,075	14,130	17,254	6,440	190,217	290,272	1-73	1-03	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Exclusive of 460, returned by Company as "Sundry Accounts."

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1861.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1860.	PASSENGER TRAFFIC.										GOODS TRAFFIC.							
		Length of Line open on 31st December 1861.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
Gloucester and Dean Forest (Leased.)	M. See "Great Western."	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Great Northern (Including "East Lincolnshire" and "Hertford, Luton and Dunstable," and "Nottingham and Grantham," from 1st Aug. to 31st Dec.)	330	305	28	330	366,627	1,138,423	1,672,040	3,227,090	1,904	2,589	22,644	15,301	133,723	482,238	99,824	-	-	1,199,769	1,220,000
Nottingham and Grantham (From 1st Jan. to 1st Aug.)	-	-	-	-	7,406	34,908	35,908	98,311	14	46	432	827	3,993	10,538	5,263	-	-	146,236	35,202
Boston, Stamford, and Midland Counties	27	-	27	27	5,655	29,793	73,787	109,145	48	41	179	458	2,371	15,306	2,874	-	-	47,186	47,548
Bradford, Wakefield, and Leeds	10	10	-	10	24,446	36,093	177,457	238,976	28	128	1,400	963	2,662	15,915	3,112	-	-	83,566	116,863
Horncastle	8	-	8	8	3,999	10,701	32,108	46,807	13	36	2,379	440	4,264	16,472	439	-	-	12,103	10,648
Leeds, Bradford, and Halifax Junction—Main Line	11	11	-	11	40,678	77,096	593,467	711,251	131	38	564	978	8,866	36,461	9,351	-	-	-	82,234
Stamford and Bessendine	4	-	4	4	5,370	20,432	34,409	60,211	-	65	380	508	2,301	3,370	4,208	-	-	2,903	8,133
Norwich and Spalding	8	-	8	8	2,943	17,339	35,379	55,691	13	7	85	964	1,153	5,005	887	-	-	9,572	18,327
Bourne and Essendine	7	-	7	7	1,440	9,940	14,633	26,031	4	17	68	158	304	9,082	395	-	-	6,990	8,859
Total (Great Northern)	463	326	79	463	459,901	1,425,454	2,699,168	4,573,423	2,213	2,937	28,131	19,406	159,537	547,207	97,003	-	-	1,498,654	1,577,983
Great North of England, Clarence, and Hartlepool Junction (Leased.)	See "North-Eastern."																		
Great Western (Including "Weymouth," "Gloucester and Dean Forest," "Hereford, Ross, and Gloucester," "Abingdon," "Bristolport," and "Stafford-upon-Avon.")	491	335	156	491	959,587	3,332,139	2,698,047	6,979,773	953	5,783	29,006	22,759	122,964	345,001	65,527	699,705	228,426	907,221	1,136,210
East Somerset	9	-	9	9	4,583	20,144	11,756	36,483	-	38	250	195	2,132	1,572	1,197	1,410	290	1,610	10,096
Total	500	335	165	500	964,170	3,352,283	2,699,803	7,016,256	953	5,821	29,256	22,954	125,096	346,573	66,624	699,206	228,636	908,831	1,146,306
Shrewsbury and Birmingham Section	34	25	4	29	61,636	178,366	232,934	523,135	54	357	1,896	2,322	16,053	46,266	13,190	234,671	149,859	393,530	191,217
Shrewsbury and Chester Section	57	40	15	55	93,741	221,788	347,707	653,206	35	429	1,938	3,188	13,293	26,562	15,129	609,093	247,213	916,296	296,464
Wolverhampton and Shropshire Junction	4	-	4	4	1,029	0,527	62,206	70,359	4	2	2	24	-	-	-	502	41,434	42,026	14,980
Birkenhead (A. Junction. See also "London and North-Western.")	164	164	-	164	115,994	246,132	198,678	559,704	109	147	1,174	1,714	2,099	1,405	1,800	174,627	15,908	190,433	226,298
Total (including all Lines worked by "Great Western")	1111	811	23	1011	263,020	651,803	801,522	1,806,424	202	934	5,010	7,248	31,445	76,233	30,119	1,977,973	454,314	1,532,287	728,579
Hampstead Junction	See "London and North-Western."																		
Hereford, Ross, and Gloucester	See "Great Western."																		
Hertford, Luton, and Dunstable	See "Great Northern."																		
Horncastle	See "Great Northern."																		
Hull and Holderness	See "North-Eastern."																		
Hull and Selby (Leased.)	See "North-Eastern."																		
Kendal and Windermere (Leased.)	See "London and North-Western."																		
Kent Coast	See "London, Chatham, and Dover."																		
Kintbury	12	-	12	12	2,533	13,134	16,692	32,359	-	17	72	134	860	4,542	31	7,733	632	8,567	4,904
Lancashire and Yorkshire (Including "Bingley" and part of the "North Union.")	369	361	14	375	1,783,911	3,902,040	10,529,038	16,205,019	1,966	1,548	5,791	28,544	222,416	508,080	78,400	1,934,890	720,606	2,655,496	2,655,496
Preston and Wyre Section (Leased to "Lancashire and Yorkshire" and "London and North-Western," but worked by the latter Company.)	28	17	11	24	105,022	194,711	338,406	638,139	190	178	535	2,855	16,921	3,270	10,340	108,835	71,901	174,736	113,717
Lancaster and Carlisle	See "London and North-Western."																		
Leeds and Bradford (Leased.)	See "Midland."																		
Leeds, Bradford, and Halifax Junction (Gildersome Branch.) (For Main Line see "Great Northern.")	10	10	-	10	7,493	3,153	228,426	239,074	22	-	-	-	-	-	-	196,576	-	196,576	8,280
Loomister and Kingston (Leased to Messrs. Brassey.)	14	-	14	14	4,744	29,094	26,384	59,992	2	46	145	315	2,446	5,305	424	13,396	1,361	16,756	8,633
Lewes and Uckfield	See "London, Brighton, and South Coast."																		
Liskenard and Caradon (This is not a Passenger Line.)	9	10	-	10	-	-	-	-	-	-	-	-	-	-	-	9,814	26,233	36,067	1,033
Llanelli Railway & Dock (Including "Valley of Tow.")	47	-	47	47	3,332	7,691	103,983	114,906	34	12	8	294	23	213	556	365,553	47,912	483,565	9,504
Llanidloes and Newtown	See "Oswestry and Newtown."																		
Llynvi Valley (This is not a Passenger Line.)	18	-	19	19	-	-	-	-	-	-	-	-	-	-	-	136,568	81,091	217,659	61,813
London and Blackwall: Blackwall Line proper	-	-	-	-	332,593	2,027,038	58,321	2,438,154	270	-	-	-	-	-	-	-	-	-	-
Traffic over the Blackwall Railway by Bow Extension	-	-	-	-	73,746	448,472	5,374	527,592	-	-	-	-	-	-	-	-	-	-	-
Foreign Sources	-	-	-	-	1,007,209	800,517	3,938,398	5,745,934	1,036	-	-	-	-	-	-	30,587	-	30,587	313,793
Total (London and Blackwall)	5	5	-	5	1,433,549	3,275,557	4,002,103	8,711,590	1,306	-	-	-	-	-	-	30,587	-	30,587	313,793

* Children have been counted as half passengers, the nature of the Company's accounts not admitting of their being returned as whole passengers.

† Including Minerals, other than "Coal."

‡ This Length included in the Return for 1860 the whole of the Joint Line between Wellington and Shrewsbury, only half of which is included in the Return for 1861.

Includes 20 miles of North Union.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1861.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.		AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.					EX-TRA.	RECEIPTS FROM PASSENGERS.										RECEIPTS FROM GOODS.						
						1st Class.	2d Class.	3d Class or Fourth Class.	1st Class.	2d Class.		3d Class.	Total from Passengers.	Total Receipts from Passengers, Parcels, Carriage, and other Traffic in Passenger Trains.	Receipts from Mail.	Total Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	Total Receipts from Goods Traffic.						
																		Coal and Coke.	Other Minerals.	TOTAL.								
d.	s.	d.	d.	s.	d.	d.	s.	d.	d.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
23,90	25,446	49,346	1,715,124	3,000,503	3,330,629	1'13	1'60	0'90	-	-	159,682	109,176	172,528	7,920	535,387	78,507	9,100	612,110	41,351	-	-	291,355	*426,850	705,110	3,000	1,000	1,000	
Included in "Great Northern."						2'50	1'75	0'90	-	-	-	2,600	-	60	5,600	533	30	6,940	226	-	-	7,663	2,645	10,900	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	2'24	1'47	0'97	-	-	-	8,870	-	84	8,954	345	0	9,299	90	-	-	9,389	4,850	14,539	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	2'24	1'47	0'97	-	-	140	320	460	5	941	145	-	1,086	197	-	-	673	208	1,791	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	1'20	1'05	0'70	-	-	1,025	3,254	13,978	440	19,222	544	60	19,866	300	-	-	11,860	12,000	12,000	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	1'06	1'01	1'00	-	-	154	505	345	-	590	192	-	1,064	110	-	-	111	60	600	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	2'24	1'47	0'97	-	-	110	546	541	4	1,999	58	-	1,117	40	-	-	29	100	1,200	1,000	1,000	1,000	
Into	Into	Into	Into	Into	Into	2'24	1'47	0'97	-	-	50	227	296	4	409	21	-	211	27	-	-	240	227	700	1,000	1,000	1,000	
17,800	25,446	43,246	1,715,124	3,000,503	3,330,629	-	-	-	-	-	159,160	108,296	169,020	8,092	573,024	74,547	8,229	655,800	38,407	-	-	307,175	440,840	807,015	1,000	1,000	1,000	
38,500	27,544	136,113	3,337,810	1,300,394	3,128,540	1'00	1'50	0'90	1'40	1'40	295,900	418,715	556,229	8,779	831,264	101,700	27,700	1,061,144	47,361	128,140	-	125,140	513,000	689,440	1,700	1,700	1,700	
Mixed.	5,110	5,110	34,210	34,210	34,210	1'00	1'00	1'00	-	-	330	100	233	-	1,851	145	30	1,980	40	50	-	20	1,700	1,800	1,800	1,800	1,800	
10,470	22,044	136,920	3,331,200	1,300,394	3,128,540	-	-	-	-	-	204,197	411,603	556,023	8,779	830,110	101,053	27,820	1,060,979	47,361	128,140	-	125,140	513,000	689,440	1,700	1,700	1,700	
5,400	5,400	10,800	30,000	30,000	30,000	1'00	1'00	1'00	-	-	5,875	15,750	14,100	400	30,270	3,450	50	36,760	2,100	18,900	-	14,970	45,000	60,000	60,000	60,000	60,000	
4,410	10,410	14,820	30,000	30,000	30,000	1'00	1'00	1'00	-	-	14,500	21,000	20,000	300	37,300	3,070	330	61,810	1,200	6,840	-	6,240	55,200	120,000	120,000	120,000	120,000	
1,440	3,457	4,907	0,700	0,700	0,700	1'00	1'00	1'00	-	-	60	138	736	15	941	50	-	907	-	-	-	-	2,500	2,500	2,500	2,500	2,500	
1,000	5,200	13,070	171,410	143,000	314,000	1'10	1'02	0'90	-	-	16,224	18,730	8,807	1,632	30,430	8,255	740	41,630	90	9,000	-	9,000	40,000	54,334	54,334	54,334	54,334	
10,000	20,000	30,000	67,450	99,000	1,644,900	-	-	-	-	-	55,070	60,591	44,722	1,959	126,016	9,719	1,100	147,421	3,540	49,611	-	49,611	*175,000	247,400	247,400	247,400	247,400	
10,000	20,000	30,000	67,450	99,000	1,644,900	-	-	-	-	-	700,440	600,000	241,340	10,000	1,900,101	111,000	20,000	1,230,400	30,000	100,000	-	100,000	610,000	910,000	910,000	910,000	910,000	
Mixed.	1,000	1,000	11,000	11,000	11,000	1'00	1'00	1'00	-	-	225	700	400	-	1,400	111	40	1,550	55	600	-	600	200	1,800	1,800	1,800	1,800	1,800
10,000	10,000	20,000	413,200	3,000,000	6,416,000	1'00	1'00	1'00	-	-	148,440	202,000	350,000	10,770	706,220	49,111	3,000	756,220	25,101	154,577	-	154,577	*901,200	1,100,000	1,100,000	1,100,000	1,100,000	
12,000	2,500	14,500	116,000	60,000	151,000	1'40	1'20	0'90	-	-	9,740	11,275	10,750	3,170	24,066	4,100	100	37,500	700	4,000	6,900	11,600	24,300	36,500	36,500	36,500	36,500	36,500
Mixed.	3,000	3,000	54,000	54,000	54,000	1'00	1'00	1'00	-	-	300	100	400	0	4,500	211	-	4,700	-	15,000	-	15,000	1,000	16,000	16,000	16,000	16,000	16,000
Mixed.	1,000	1,000	11,000	11,000	11,000	1'00	1'00	1'00	-	-	400	1,700	1,800	0	3,500	331	100	3,730	150	1,000	100	1,200	1,200	2,400	2,400	2,400	2,400	2,400
1,000	1,000	2,000	60,000	60,000	100,000	1'00	1'00	1'00	-	-	500	700	4,000	50	5,700	20	30	5,700	10	14,000	3,000	17,000	2,500	21,500	21,500	21,500	21,500	21,500
-	700	700	-	7,000	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,800	3,800	5,000	6,300	11,500	11,500	11,500
-	-	-	-	-	-	-	-	-	-	-	7,740	27,500	300	1,817	37,265	394	-	37,517	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	1,450	3,350	40	4,900	-	-	-	5,950	-	-	-	-	9,500	10,000	10,000	10,000	10,000	10,000
-	-	-	-	-	-	-	-	-	-	-	12,000	37,110	19,074	2,600	72,000	654	-	73,572	-	221	-	221	9,500	39,000	39,000	39,000	39,000	39,000

* Including Receipts for the Carriage of Minerals other than Coal.

* These Receipts are not, the amount paid to the "Great Northern" for working the Line, being included in that Company's Receipts.

* Including 5,200, returned as "worked by the Bradford, Wakefield, and Leeds Railway Company."

* Exclusion of 7,000, returned as "Carriage by Company" and 1,100, as "Receipts."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1860.	Length of Line open on 31st December 1861.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							
		Double.	Single.	Total.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
London, Tilbury, and Southend Extension - Section of the "London and Blackwall" and "Eastern Counties." (Line leased to Messrs. Peto.)	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Thames Haven Branch Traffic over the Tilbury Line by	41	41	-	41	149,672	160,878	479,239	789,789	330	5	193	610	4,839	6,833	646	3,457	-	3,457	4,734
Eastern Counties - London and Blackwall -	4	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North London -	-	-	-	-	19,613	4,554	131,573	154,740	-	65	265	144	50	401	18	-	-	-	26,533
Total (London, Tilbury, & Southend) -	-	-	-	-	121,929	93,923	389,830	605,691	-	-	-	-	240	2,318	81	-	-	-	13,165
	-	-	-	-	15,917	11,547	43,474	70,936	-	23	-	11	2,580	22,920	65	-	-	-	-
London and Greenwich (Leased.)	45	41	4	45	269,131	270,902	1,044,137	1,021,160	330	92	458	765	7,839	32,693	810	3,457	-	3,457	44,434
London and North-Western	See "South-Eastern."																		
(Including "Bedford," "Buckinghamshire," "Birmingham, Wolverhampton, and Stour Valley," "Warminster and Stockport," "Stockport, Brierley, and Whaley Bridge," "Cannock Mineral," Part of the "North Union," "Hamstead Junction," "Lancaster and Carlisle," "Kendal and Windermere," "South Staffordshire," and a Moyle of "Birkenhead.")	1,003	894	136	1,000	2,078,038	6,107,194	8,335,776	16,611,010	4,300	11,500	30,470	23,336	457,293	1,376,932	473,025	-	-	5,158,844	3,232,643
Shropshire Union Railway and Canal (Railway Traffic only.)	18	24	-	734	20,022	99,137	102,037	212,690	6	234	1,092	1,431	29,915	34,291	15,180	115,146	107,336	222,492	93,729
Total (London and North-Western) -	1,020	918	136	1,054	2,098,060	6,266,331	8,438,715	16,823,700	4,306	11,734	31,562	29,767	487,208	1,405,243	488,214	-	-	5,381,326	3,327,377
London and South-Western	444	205	191	440	1,722,090	4,055,448	1,847,340	7,634,487	4,235	3,312	16,335	20,833	57,597	284,746	34,944	301,993	-	301,993	637,236
(Including "Lymington," "Portsmouth," "Salisbury and Teovil," "Salisbury, Wokingham, and Woking," "Wimbledon and Dorking," "Epsom and Leatherhead," "Dorset Central," and "Exeter and Exmouth.")																			
London, Brighton, and South Coast	213	167	30	320	1,645,072	2,508,806	6,439,717	10,392,632	4,440	5,514	13,184	16,582	16,895	134,839	9,459	212,497	75,441	287,938	384,031
(Including "East Grinstead," "Wimbledon and Croydon," "Lewes and Uckfield," "Mid Sussex," "Mid Kent (Bromley to St. Mary Cray)," and part of "Victoria Station and Finsbury.")																			
London, Chatham, and Dover	54	70	-	70	160,132	271,104	963,112	1,416,458	141	273	1,233	2,583	2,864	6,800	319	-	-	-	59,571
(Including part of "Victoria Station and Finsbury.")																			
Crystal Palace Line	9	-	-	-	70,571	79,713	227,182	377,406	111	214	1,091	1,156	93	2,200	108	-	-	-	19,900
Mid Kent (Bromley to St. Mary Cray)	2	-	-	-	64,902	71,100	223,558	359,020	111	290	1,064	1,174	92	2,200	175	-	-	-	29,096
Sittingbourne and Sheerness	7	-	7	7	8,409	23,339	134,930	166,668	8	20	51	242	1,145	1,772	32	-	-	-	6,323
Kent Coast	6	-	10	10	3,390	13,933	53,102	70,324	1	31	9	113	25	18	-	-	-	-	1,309
Total	78	70	17	87	307,483	450,198	1,923,904	2,590,573	392	758	3,467	5,268	4,217	13,104	687	-	-	-	108,030
Londonderry (Seaham) to Sunderland (Private Railway: Property of Lady Londonderry.)	6	6	-	6	4,451	11,139	156,512	172,102	4	-	-	125	-	-	-	644,230	22,000	660,250	3,909
Lowestoft Railway and Harbour (Leased.)	See "Eastern Counties."																		
Lymington	See "London and South-Western."																		
Manchester, Buxton, Matlock, and Midlands Junction (Line leased to the "London and North-Western" and "Midland," jointly.)	See "Midland."																		
Manchester, Sheffield, and Lincolnshire	174	164	10	174	151,903	496,164	2,250,126	2,988,193	414	446	3,637	6,712	55,740	134,049	42,412	561,940	40,321	611,261	808,499
Oldham, Ashton-under-Lyne, and Guide-bridge Junction (From 26th Aug., when the Line was opened.)	-	5	-	5	2,988	8,874	115,900	127,762	-	1	6	126	-	-	-	-	-	-	-
Total (Manchester, Sheffield, and Lincolnshire) -	174	169	10	179	154,891	495,038	2,366,026	3,015,955	414	447	3,643	6,838	55,740	134,049	42,412	561,940	40,321	611,261	808,499
Manchester South Junction and Altrincham - (Joint Property of "Manchester, Sheffield, and Lincolnshire" and "London and North-Western.")	9	9	-	9	310,234	228,300	1,023,587	1,592,171	2,521	51	494	2,836	76,040	97,599	33,806	69,007	126,270	193,277	382,705
Maryport and Carlisle	26	26	-	26	11,196	63,413	122,233	196,842	47	123	511	1,472	8,958	18,126	401	383,985	108,108	454,793	68,500

* Children have been counted as half passengers, the nature of the Companies' account not admitting of their being returned as whole passengers.

† Includes half of Joint Line between Wellington and Shrewsbury, which was excluded in the return for 1860.

‡ Exclusive of Lines belonging to other Companies but worked over by the London and South-Western; viz. Wokingham to Reading, 7 miles, Portsmouth to Hilsen, 4 miles, Dorchester to Weymouth, 7 miles; and inclusive of half the Joint Line between Havant and Portsmouth.

§ Including minerals.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1860.	Length of Line open on 31st December 1861.			PASSENGER TRAFFIC.							GOODS TRAFFIC.						
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.
Midland (including "North-Western" and "Bury and Midland Junction.")	M. 616	M. 571	M. 45	M. 616	442,633	2,060,313	3,162,138	5,659,104	1,297	No. 3,161	No. 15,517	No. 23,013	No.	No.	No.	Tons.	Tons.	Tons.
Manchester, Burton, Matlock, and Midland Junction	12	12	-	12	18,630	67,496	96,570	178,996	1	79	231	606	-	-	-	-	-	60,182
Redditch	5	-	5	5	5,045	19,766	71,267	96,018	-	4	5	265	-	-	-	-	-	10,895
Total (Midland)	663	583	50	693	666,308	2,136,515	3,330,275	5,133,118	1,298	3,244	15,753	23,898	-	-	-	-	-	4,129,910
Monmouthshire Railway and Canal (Railway Traffic only.)	40	30	19	40	14,066	72,812	538,717	626,195	24	117	196	1,155	907	5,540	2,414	1,008,363	507,411	1,603,274
Mid Kent	See "South-Eastern."																	
Mid Kent (Bromley to St. Mary Cray)	See "South-Eastern" and "London, Chatham, and Dover."																	
Mid Sussex	See "London, Brighton, and South Coast."																	
Newcastle-upon-Tyne and Carlisle	79	66	13	79	23,984	146,117	511,510	678,611	96	317	1,906	2,835	46,541	95,053	7,980	335,296	93,581	627,877
Newmarket (Leased.)	See "Eastern Counties."																	
Norfolk (Leased.)	See "Eastern Counties."																	
North and South Western Junction	5	4	1	5	89,376	308,742	34,315	427,433	-	-	-	-	2,450	12,585	742	177,899	-	177,899
Northern and Eastern (Leased.)	See "Eastern Counties."																	
North Devon Railway and Dock	36	-	36	36	23,542	140,536	62,551	226,629	10	206	597	881	1,896	25,151	104	11,181	14,206	23,389
Bideford Extension	6	-	6	6	10,640	71,006	21,202	102,857	7	68	103	239	183	2,371	30	187	2,812	2,900
Total (North Devon)	42	-	42	42	34,191	211,541	83,753	329,485	17	264	699	1,120	2,079	27,522	134	11,368	17,020	26,289
North-Eastern (including "Great North of England," "Hull and Selby," "Great North of England, Clarence, and Hartlepool Junction," "North Yorkshire and Cleveland," and "Hull and Holderness.")	764	557	332	789	690,025	1,932,963	5,591,003	8,213,463	1,864	3,030	22,735	29,113	216,313	674,741	91,234	3,449,340	323,184	6,972,524
Excursions	-	-	-	-	23,798	8,760	474,991	502,544	-	-	-	-	-	-	-	-	-	-
Total (North Eastern)	764	557	332	789	692,813	1,936,713	5,666,496	8,716,007	1,864	3,030	22,735	29,113	216,313	674,741	91,234	3,449,340	323,184	6,972,524
North London	81	81	-	81	1,017,308	2,719,896	2,746,991	6,484,173	320	-	-	-	86,053	275,667	53,903	386,817	-	386,817
North Staffordshire	143	112	31	143	163,910	443,347	807,666	1,414,923	381	1,838	4,517	23,236	34,701	32,971	343,178	280,781	625,959	360,520
North Union (Leased jointly.)	See "Lancashire and Yorkshire," and "London and North-Western."																	
North-Western (Leased.)	See "Midland."																	
Norwich and Spalding	See "Great Northern."																	
Nottingham and Grantham	See "Great Northern."																	
Oldham, Ashton-under-Lyne, and Guidebridge Junction	See "Manchester, Sheffield, and Lincolnshire."																	
Oswestry and Newtown (Including "Llanidloes and Newtown.")	28	3	39	42	10,751	37,755	198,631	245,137	4	101	227	1,809	1,630	5,944	1,741	32,827	50,396	83,223
Penarth Harbour Dock and Railway	6	6	-	6	-	-	-	-	-	-	-	-	-	-	-	130,862	61,506	201,368
Port Carlisle Dock and Railway	11	-	11	11	4,382	7,518	63,544	75,744	29	-	-	-	-	-	-	51,232	741	52,022
Portsmouth	See "London and South-Western."																	
Preston and Longridge (Leased.)	See "Fleetwood, Preston, and West Riding Junction."																	
Redditch	See "Midland."																	
Redruth and Chacewater (This is not a Passenger Line.)	9	-	9	9	-	-	-	-	-	-	-	-	-	-	-	41,060	44,490	85,540
Rhymney	22	3	19	22	2,452	5,618	108,037	111,337	-	6	23	34	221	247	34	1,061,617	193,274	1,253,991
Royston and Hitchin (Leased to Great Northern.)	See "Eastern Counties."																	
St. George's Harbour (Worked by Horses.)	3	-	3	3	No Return to the order of the House.													
St. Helen's Canal and Railway (Railway Traffic only.)	23	114	114	23	54,320	185,457	297,925	537,702	154	80	130	419	326	163	3,369	679,064	-	679,064
Salisbury and Yeovil (Leased.)	See "London and South-Western."																	
Sandy and Potton	3	3	-	3	No Return to the order of the House.													
Saundersfoot Railway and Harbour (This Line is not open for Passengers.)	7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	43,110	-	43,110

* Exclusive of Lines belonging to other Companies, but worked by the "Midland," viz., South Yorkshire, 9 miles; Great Northern (King's Cross to Hitchin), 32 miles; and West Midland, 13 miles.

† The Secretary of this Company states that he is unable to furnish a Return.

‡ This Line is stated to have been sold to the "Bedford and Cambridge Railway" Company, and closed for traffic.

RAILWAYS:—RETURNS SHOWING THE TRAFFIC IN PASSENGERS AND GOODS DURING THE YEAR 1861.

[illegible]

* Exclusive of 110,955M. "Canal Receipts," and 12,945M. "Tolls from the London and North-Western Railway Company."

† Exclusive of 12,000l. Rent paid, by the "London and North-Western," for the Warrington and Garston Line and exclusive of 20,840l. "Canal Receipts."

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1860.	Length of Line open on 31st December 1861.		PASSENGER TRAFFIC.							GOODS TRAFFIC.							General Merchandise.	
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			
					1st Class.	2d Class.	3d Class including Parliamentary.	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.		TOTAL.
M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
Shrewsbury and Hereford	51	3	49	51	38,222	112,050	180,841	318,122	16	235	992	2,260	23,022	35,746	2,078	91,915	61,058	152,973	225,493
Tenbury (From 1st Aug., when the line was opened. Leased to Messrs. Brassey.)	-	-	3	3	1,015	4,650	4,421	10,086	-	7	15	89	3	8	46	774	69	843	1,156
Total Shrewsbury and Hereford	51	3	53	56	39,237	123,709	185,262	328,208	16	242	1,007	2,349	23,025	35,754	2,124	92,689	61,127	153,816	226,649
Shrewsbury and Welchpool (From Feb., when the line was opened.)	-	-	10	10	3,832	6,040	61,160	71,032	-	5	16	137	68	113	98	-	-	10,271	5,594
Shropshire Union Railway and Canal (Railway Traffic only.) (Leased.)	See "London and North-Western."																		
Sittingbourne and Sheerness (Leased.)	See "London, Chatham, and Dover."																		
Somerset Central (From 1st Sept. to 31st Dec. See also "Bristol & Exeter.")	19	-	19	19	6,977	44,569	5,621	57,167	-	20	69	162	15	46	16	-	-	2,393	9,545
South Devon (Including "South Devon and Tavistock" and "Dartmouth and Torbay.")	74	30	47	77	137,054	448,908	802,430	1,388,392	306	698	1,583	4,411	5,956	7,929	420	29,089	39,075	68,164	151,882
South Devon and Tavistock (Leased.)	See "South Devon."																		
South Durham and Lancashire Union (Including "Mid Kent" and "Mid Kent (Bromley to St. Mary Cray).")	282	262	20	282	1,201,921	2,517,212	5,467,770	9,086,903	2,400	1,935	8,283	16,478	35,907	180,546	8,545	161,159	-	161,159	583,235
London and Greenwich	4	4	-	4	267,267	616,321	1,628,336	2,511,924	99	-	-	1,430	-	-	-	-	-	-	-
Total	286	266	20	286	1,469,188	3,133,533	6,096,106	11,598,827	2,508	1,935	8,283	17,914	35,907	180,546	8,545	161,159	-	161,159	583,235
South Leicestershire	See "London and North-Western."																		
South Staffordshire	172	165	8	173	80,395	350,333	880,606	1,311,334	9	578	1,078	4,053	33,040	35,281	40,313	-	-	1,455,547	584,122
South Wales	58	17	41	58	12,408	23,943	386,642	422,743	9	36	373	1,134	2,372	4,801	2,227	1,016,639	-	1,016,639	130,242
South Yorkshire Railway and River Dun (Including "Mid Kent" and "Mid Kent (Bromley to St. Mary Cray).")	-	-	-	-	5,621	12,455	122,131	139,907	2	33	368	548	1,430	3,073	4,202	-	-	-	17,768
Total (South Yorkshire) Stannus, Wokingham, and Woking (Leased.)	58	17	41	58	17,489	36,008	509,794	562,350	11	69	741	1,682	3,802	8,474	6,429	1,016,639	-	1,016,639	516,802
Stamford and Essendine (Stockport, Dales, and Whaley Bridge)	See "Great Northern."																		
Stockton and Darlington (Including "South Durham and Lancashire Union.")	120	67	94	161	58,129	642,321	80,248	780,698	202	212	864	2,667	13,296	15,045	3,657	2,272,546	1,433,508	3,706,144	602,375
Stratford-upon-Avon	See "Great Western."																		
Swansea Vale	8	-	12	12	1,548	7,590	61,700	160,808	-	-	-	118	-	-	-	262,740	41,991	324,731	110,079
Taff Vale (Including "Aberdare.")	54	34	20	54	10,563	31,221	125,286	176,070	73	-	-	-	-	-	-	2,233,075	286,471	2,519,546	102,888
Tenbury (Including "South Devon and Tavistock" and "Dartmouth and Torbay.")	See "Shrewsbury and Hereford."																		
Uxbridge and Lancaster	19	6	13	19	13,295	29,844	94,179	137,298	-	84	329	1,076	2,520	7,050	-	94,374	267,044	361,418	39,572
Vale of Glamour	10	-	10	10	14,720	40,310	96,692	151,701	32	29	17	444	1,193	813	5,401	1,020	6,102	25,392	9,174
Vale of Neath (Including "Aberdare Valley" and "Bristol Ferry.")	36	18	18	36	6,846	29,270	338,962	375,078	-	40	33	685	-	-	-	629,088	149,547	778,635	117,991
Vale of Torry (Leased.)	See "Llanelli."																		
Victoria Station & Public Warrington and Stockport (Leased jointly to "London and North Western" and "St. Helens.")	Line used by "London, Chatham, and Dover" and "London, Brighton, and South Coast."																		
Wavertree Valley	13	-	13	13	No Return to the order of the House.														
Wellington and Severn Junction	See "Great Western."																		
Wells and Ekehampton	See "Eastern Counties."																		
West Cornwall	42	1	41	42	24,116	60,796	358,126	443,038	31	46	54	312	1,115	2,809	182	66,833	24,381	90,814	34,240
West Hartlepool Harbour and Railway	49	41	7	48	15,797	103,223	146,445	265,465	122	52	126	621	3,469	7,393	2,076	1,589,357	211,624	1,800,981	307,488
West Midland (Including "Coventry, Monmouth, Usk, and Pontypool," from 1st July, and "Witney, Coventry, Monmouth, Usk, and Pontypool," from 7th Jan. to 1st July.)	182	143	69	212	198,246	601,182	1,355,724	2,155,152	188	1,122	4,283	6,326	10,162	69,860	18,265	569,734	330,816	899,550	585,160
Total (West Midland)	182	143	69	212	200,319	606,711	1,399,616	2,280,645	188	1,127	4,299	6,404	10,212	71,990	18,265	569,734	331,392	897,051	586,137
West Somerset Mineral	7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitehaven and Furness Junction	35	-	35	35	14,926	31,838	187,568	184,332	54	53	138	1,001	1,683	896	921	86,642	68,798	155,440	28,031
Whitehaven, Cleator, and Barrow	7	-	7	7	9,066	-	87,435	96,501	22	-	-	12	6	29	15	67,267	147,288	514,495	4,146
Whitehaven Junction	13	12	1	19	15,241	116,457	91,529	223,227	114	96	206	918	3,418	1,397	801	172,435	265,582	676,283	35,490
Widenedale (Including "Little Bham")	4	-	4	4	275	1,372	2,909	4,556	-	2	1	9	357	3,695	-	2,256	-	2,256	3,095
Wimbledon and Croydon (Leased.)	See "London, Brighton, and South Coast."																		
Wimbledon and Dorking	See "London and South-Western."																		
Witney	See "Great Western."																		
Wye and Usk	See "Great Western."																		
TOTAL (ENGLAND AND WALES)	7,593	5,666	724	7,593	10,008,410	40,377,382	94,128,128	154,507,920	34,063	51,980	221,111	303,679	2,085,418	6,085,745	1,204,156	-	-	73,017,541	12,001,102

* Exclusive of lines belonging to other Companies, but worked over by the "South-Eastern" Railway Company, viz., Guildford to Ash, 8 miles; Tunbridge to Hastings, 1 mile; Greenwich Junction to Croydon, 2 miles; and half of the Joint Line between Croydon and Redhill.

† This line, though sanctioned to be opened in 1861, was not opened until 1862.

‡ Includes "Forest of Dean Branch."

§ Including minerals other than coal.

|| South Durham and Lancashire Union opened for mineral traffic on 4th July, and for passenger traffic on 7th August.

SCOTLAND.

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon the

NAME OF RAILWAY COMPANY.	Length of Line open on the 1st December 1861.	PASSENGER TRAFFIC.								GOODS TRAFFIC.									
		Length of Line open on 1st December 1861.				NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).													
		Double.	Single.	TOTAL.	1st Class.		2d Class (including Parliamentary).	TOTAL PASSENGERS.	Number of Holders of Season and Periodical Tickets.	Carriage.	Horse.	Dog.	LIVE STOCK.			MINERALS.			
					Cattle.								Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	
Aberdeen and Turriff	M.	M.	N.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Alford Valley	See "Great North of Scotland."																		
Allyp	See "Great North of Scotland."																		
Arbroath and Forfar (Leased.)	See "Scottish North-Eastern."																		
Ayr and Maybole	See "Glasgow and South-Western."																		
Banff, Macleod, and Turriff Extension	See "Great North of Scotland."																		
Banff, Portsoy, and Strathisla	19	-	19	19	9,135	-	83,154	94,287	78	34	27	301	2,255	1,769	70	1,614	1,469	5,545	12,516
Calderdale	229	191	47	239	401,205	182,094	5,070,280	5,573,609	624	534	3,520	9,705	77,297	262,400	9,150	-	-	3,906,879	754,737
Caledonian and Dumfriesshire Junction	34	34	-	34	164,261	-	561,115	665,496	178	95	377	1,349	861	6,999	210	78,737	14,466	103,513	41,440
Catlin, Douglas, and Dumfries	See "Glasgow and South-Western."																		
Crief Junction	9	-	9	9	8,054	8,055	34,138	40,197	-	42	114	392	1,850	5,964	966	11,297	2,971	13,228	79,640
Decide	16	-	16	16	37,324	-	300,346	238,369	465	100	123	954	1,135	1,465	403	13,089	2,133	21,711	34,640
Decide Extension	16	-	16	16	9,915	-	22,350	72,375	41	100	79	381	397	971	325	3,125	3,980	5,437	14,973
Total (Decide)	32	-	32	32	47,239	-	300,350	311,000	504	200	201	1,440	1,725	2,400	1,000	13,279	11,600	27,148	49,310
Dumfries	See "Forth and Clyde Navigation."																		
Dumfries, Dumfriesshire, and Callander	See "Scottish Central."																		
Dundee and Arbroath	17	17	-	17	61,791	68,273	461,758	491,341	2,436	46	119	965	627	2,291	-	40,297	58,400	63,767	94,087
Dundee and Newtyle (Leased.)	See "Dundee and Perth, and Aberdeen Junction."																		
Dundee and Perth, and Aberdeen Junction	22	22	-	22	14,582	36,175	182,366	223,098	400	33	433	110	4,912	1,187	22	40,739	59,647	61,400	117,330
Dundee and Newtyle	19	-	19	19	7,266	6,996	114,597	132,371	500	3	9	71	23	231	11	10,440	25,324	35,817	31,427
Total (Dundee, Perth, and Aberdeen Junction)	32	22	18	35	22,256	39,174	361,653	365,377	700	36	438	181	4,944	1,258	33	51,246	48,961	97,222	148,758
Edinburgh and Glasgow (including Edinburgh and Dalkeith)	57	57	21	104	200,610	202,260	591,832	1,094,552	446	165	2,094	5,234	42,210	152,299	10,656	-	-	1,046,203	479,072
Edinburgh and Glasgow (including Edinburgh and Dalkeith)	14	14	-	14	24,993	6,108	193,646	224,747	14	25	179	162	2,079	5,112	1,175	-	-	226,336	96,779
Glasgow, Dumfriesshire, and Helensburgh	18	-	18	18	164,552	-	493,266	646,435	178	100	181	1,234	564	4,861	189	-	-	73,640	33,465
Total (Edinburgh and Glasgow)	123	35	35	123	390,515	208,373	1,085,734	2,190,000	642	265	5,094	8,600	50,555	172,462	12,011	-	-	1,341,514	609,256
Edinburgh, Perth, and Dundee	71	71	2	73	174,093	199,767	1,346,619	1,613,419	323	-	-	-	-	31,899	68,719	3,697	-	-	426,897
Kilmarnock	5	-	5	5	1,007	1,004	23,109	25,120	-	-	-	-	-	439	1,425	50	-	-	20,715
St. Andrews	5	-	5	5	14,180	32,800	26,590	83,671	-	-	-	-	-	2,397	3,312	503	-	-	5,091
Leith	-	-	4	4	1,069	1,059	11,250	14,072	-	-	-	-	-	-	50	21	-	-	3,050
(From 1st Feb. the date of opening.)																			
Total (Edinburgh, Perth, & Dundee)	85	71	18	89	191,774	200,929	1,343,547	1,541,539	323	-	-	-	-	33,631	80,612	4,144	-	-	513,706
Edinburgh and Dalkeith	See "Edinburgh and Glasgow."																		
Fife and Kinross	(From 1st Jan. in 1862, April.)	-	-	-	-	374	632	9,099	11,094	5	-	4	25	326	479	132	5,450	627	1,332
(With, until 1st Dec. included, St. Andrews, Perth, and Dundee.)	-	-	-	-	-	1,928	2,252	37,474	31,627	-	-	-	-	677	3,056	262	7,921	-	7,921
Total (Fife and Kinross)	0	-	16	16	2,302	2,967	37,479	42,621	5	-	4	29	1,075	3,596	292	11,411	627	13,779	15,449
Pithead	See "Great North of Scotland."																		
Perth and Kinross	30	-	30	30	10,653	-	79,359	89,009	69	22	135	359	681	2,809	24	28,645	55,461	63,096	23,617
Perth and Clyde Navigation	1	-	1	1	-	-	-	-	-	-	-	-	-	-	-	298,539	-	298,539	-
Perth and Dundee	See "Great North of Scotland."																		
Perth and Dundee	See "Great North of Scotland."																		
Perth and Dundee	See "Great North of Scotland."																		
Perth and Dundee	See "Great North of Scotland."																		
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Perth and Dundee	See "Great North of Scotland."																		
Perth and Dundee	See "Great North of Scotland."																		
Perth and Dundee	See "Great North of Scotland."																		

SCOTLAND

RESPECTIVE RAILWAYS IN PASSENGERS AND GOODS DURING THE YEAR ENDING THE 31ST DECEMBER LAST.

[illegible]

* Including \$3.00 Mineral Tonic.

* Exclusive of the partial working of the Line by the Edinburgh and Glasgow Railway Company.

* Exclusive of 8,700² returned to Companies as residuals from "United Canal"

¹ Including \$6,829, returned by the Company as receipts from:

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1861.			PASSENGER TRAFFIC.										GOODS TRAFFIC.						
				NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).					Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
	Miles.	Yards.	Feet.	1st Class.	2d Class.	3d Class (including Parlor-cars).	Total Passengers.	No.					No.	No.	No.	No.	No.	Total.		Total.
Glasgow and South-Western (Including "Kilmarnock and Troon")	107	156	28	102	125,024	558,543	684,440	1,000,435	465	417	3,423	2,063	32,311	103,431	6,554	-	-	2,410,070	27,518	
Castle Douglas and Dundee	19	5	14	19	13,994	54,323	75,183	109,400	-	96	512	659	7,208	42,940	1,508	-	-	33,576	16,801	
Ayr and Maybole	5	-	5	5	6,549	26,555	34,090	58,447	14	29	293	194	1,416	6,671	323	-	-	11,295	12,071	
Maybole and Galloway	13	-	13	13	6,267	27,540	43,056	69,750	15	24	169	153	1,144	5,840	148	-	-	37,190	8,273	
Total (Glasgow and South-Western)	139	161	71	139	149,834	615,358	1,066,685	1,668,025	420	566	4,127	3,971	42,279	201,351	8,034	-	-	2,478,226	59,663	
Glasgow, Dunbarton, and Helensburgh	See "Edinburgh and Glasgow."																			
Great North of Scotland (Including "Inverness and Old Meldrum Junctions")	58	3	55	58	83,027	-	569,064	58,883	591	284	773	6,470	39,359	37,199	6,504	47,467	54,353	41,884	119,685	
Alford Valley	16	-	16	16	7,510	-	33,421	62,541	76	34	23	236	3,215	1,017	51	5,359	14,514	12,961	23,773	
Aberdeen and Turriff	18	-	18	18	10,184	-	31,469	60,644	60	34	97	264	8,296	3,208	244	5,209	3,746	5,215	12,861	
Black, Macduff, and Turriff Extension	11	-	11	11	7,616	-	33,554	61,300	135	19	19	117	517	549	34	3,552	1,602	2,694	3,994	
Forres and Banchory (From 1st Jan. date of opening)	-	-	-	29	7,267	-	73,089	89,207	71	29	65	341	3,354	2,501	29	1,081	1,302	3,337	9,336	
Total (Great North of Scotland)	93	3	92	93	117,914	-	773,588	200,632	883	358	109	1,437	55,121	34,959	6,088	69,028	34,227	114,552	146,815	
Inverness and Aberdeen Junction	55	-	55	55	47,061	-	340,922	510,223	297	210	846	2,163	9,930	13,654	3,670	11,523	25,059	36,823	61,546	
Inverness and Old Meldrum Junction (Leased)	See "Great North of Scotland."																			
Kilmarnock and Troon (Leased)	See "Glasgow and South-Western."																			
Kilmarnock and Glasgow	See "Edinburgh, Perth, and Dundee."																			
Leven and East of Fife	13	53	-	13	10,700	11,000	21,448	90,887	-	54	298	311	2,559	1,593	140	12,545	1,993	13,688	37,461	
Maybole and Galloway	See "Glasgow and South-Western."																			
Montrose	26	31	56	67	9,057	-	98,632	161,463	3	-	-	-	56	56	37	1,059,909	322,108	1,400,509	46,321	
Montrose	31	-	31	31	7,720	-	100,563	119,364	84	7	18	249	229	560	162	11,859	19,491	20,782	18,661	
North British	172	121	62	185	966,797	381,803	1,406,462	3,864,000	1,053	729	4,017	13,445	54,096	284,824	25,150	291,000	56,704	347,704	613,339	
Peebles	19	-	19	19	18,866	32,071	77,752	129,256	65	24	85	647	1,257	10,000	91	27,053	1,101	29,154	56,000	
Border Union	-	11	5	16	342	229	9,368	16,076	-	2	1	69	43	43	62	1,169	646	3,738	1,794	
Total (North British)	91	132	84	214	1,093,965	414,083	1,555,742	3,990,428	1,998	755	4,790	14,966	55,599	295,742	25,311	292,354	59,205	377,872	680,509	
Perth, Alford Valley, and Methven Junction	6	-	6	6	1,924	2,349	46,554	55,126	127	1	2	56	225	290	-	6,880	8,740	10,119	7,677	
Perth and Dundee	See "Scottish North-Eastern."																			
Port Patrick	-	-	-	53	28	6,102	6,999	95,770	89,801	3	67	586	562	6,047	16,068	2,534	4,937	12,940	18,480	8,001
St. Andrews	See "Edinburgh, Perth, and Dundee."																			
Scottish Central	26	45	31	56	156,304	187,495	268,726	846,745	136	801	3,317	5,148	54,296	167,740	1,359	-	-	-	302,119	167,800
Dunbarton, Dornoch, and Collieston	10	-	10	10	12,060	16,060	33,455	66,812	9	56	80	326	-	-	-	-	-	-	6,646	6,646
Total (Scottish Central)	36	45	31	66	172,019	203,555	302,181	913,557	145	857	4,907	5,914	59,296	167,740	1,359	-	-	-	308,765	174,446
Scottish North-Eastern (Including "Arbroath and Forth")	115	98	37	111	100,000	63,000	700,000	871,000	770	588	1,911	2,000	39,710	93,540	427	170,937	27,000	228,937	296,000	
Perth and Dundee	9	-	9	9	12,630	8,920	20,552	41,911	52	125	317	1,263	346	5,468	247	9,608	1,810	12,584	27,211	
Alphington	-	-	-	5	664	-	9,875	15,728	-	9	1	40	47	42	-	3,163	-	3,205	5,368	
Total (Scottish North-Eastern)	124	98	37	120	112,630	71,920	720,552	927,919	822	713	2,529	7,327	40,119	99,088	674	183,508	28,810	212,318	303,217	
West of Fife Railway and Harbour	16	-	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West of Fife Section	16	-	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Charleston Section	8	-	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total (West of Fife Railway and Harbour)	16	-	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL (SCOTLAND)	1,496	968	756	1,490	2,000,000	2,054,113	2,810,000	7,216,000	10,501	6,014	27,977	62,795	440,451	1,402,000	79,055	-	-	-	13,200,000	1,400,000

* This length includes two miles which have been excluded in the Company's return for 1861.

† Children have been counted as "Half Passengers."

‡ Line mentioned to be opened on 7th August.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.			RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.																																																																																							
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-TRA.	RECEIPTS FROM PASSENGERS.										MINERALS.			General Merchandise.	Total Receipts from Goods Traffic.																																																																																								
						1st Class.	2d Class.	3d Class of Parlor.		1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	6th Class.	7th Class.	8th Class.	9th Class.	10th Class.	11th Class.	12th Class.	13th Class.				14th Class.	15th Class.	16th Class.	17th Class.	18th Class.	19th Class.	20th Class.	21st Class.	22nd Class.	23rd Class.	24th Class.	25th Class.	26th Class.	27th Class.	28th Class.	29th Class.	30th Class.	31st Class.	32nd Class.	33rd Class.	34th Class.	35th Class.	36th Class.	37th Class.	38th Class.	39th Class.	40th Class.	41st Class.	42nd Class.	43rd Class.	44th Class.	45th Class.	46th Class.	47th Class.	48th Class.	49th Class.	50th Class.	51st Class.	52nd Class.	53rd Class.	54th Class.	55th Class.	56th Class.	57th Class.	58th Class.	59th Class.	60th Class.	61st Class.	62nd Class.	63rd Class.	64th Class.	65th Class.	66th Class.	67th Class.	68th Class.	69th Class.	70th Class.	71st Class.	72nd Class.	73rd Class.	74th Class.	75th Class.	76th Class.	77th Class.	78th Class.	79th Class.	80th Class.	81st Class.	82nd Class.	83rd Class.	84th Class.	85th Class.	86th Class.	87th Class.	88th Class.	89th Class.	90th Class.	91st Class.	92nd Class.	93rd Class.	94th Class.	95th Class.	96th Class.	97th Class.	98th Class.	99th Class.	100th Class.
1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	6th Class.	7th Class.	8th Class.	9th Class.	10th Class.	11th Class.	12th Class.	13th Class.	14th Class.	15th Class.	16th Class.	17th Class.	18th Class.	19th Class.	20th Class.	21st Class.	22nd Class.	23rd Class.	24th Class.	25th Class.	26th Class.	27th Class.	28th Class.	29th Class.	30th Class.	31st Class.	32nd Class.	33rd Class.	34th Class.	35th Class.	36th Class.	37th Class.	38th Class.	39th Class.	40th Class.	41st Class.	42nd Class.	43rd Class.	44th Class.	45th Class.	46th Class.	47th Class.	48th Class.	49th Class.	50th Class.	51st Class.	52nd Class.	53rd Class.	54th Class.	55th Class.	56th Class.	57th Class.	58th Class.	59th Class.	60th Class.	61st Class.	62nd Class.	63rd Class.	64th Class.	65th Class.	66th Class.	67th Class.	68th Class.	69th Class.	70th Class.	71st Class.	72nd Class.	73rd Class.	74th Class.	75th Class.	76th Class.	77th Class.	78th Class.	79th Class.	80th Class.	81st Class.	82nd Class.	83rd Class.	84th Class.	85th Class.	86th Class.	87th Class.	88th Class.	89th Class.	90th Class.	91st Class.	92nd Class.	93rd Class.	94th Class.	95th Class.	96th Class.	97th Class.	98th Class.	99th Class.	100th Class.													
10,377	25,714	40,913	500,490	1,372,531	1,873,021	1'19	1'33	0'99	-	-	-	22,066	37,040	53,940	5,993	116,396	9,550	3,111	179,696	5,341	-	-	182,036	119,379	297,549	407,297																																																																																						
254	1,265	3,533	46,406	30,564	77,030	1'00	1'23	0'99	-	-	-	1,516	1,046	3,776	-	7,232	497	335	7,934	631	-	-	2,101	2,008	5,820	15,754																																																																																						
240	1,138	3,539	14,264	5,837	21,061	1'04	1'46	0'97	-	-	-	726	720	309	37	1,960	129	-	3,112	43	-	-	974	1,100	1,423	3,500																																																																																						
129	1,160	4,434	36,206	15,546	54,601	1'00	1'51	0'97	-	-	-	411	1,048	1,073	15	3,047	193	-	3,540	48	-	-	304	1,290	2,907	5,547																																																																																						
10,100	27,373	68,380	611,300	1,355,785	1,977,085	-	-	-	-	-	-	55,179	46,734	66,272	5,006	129,244	10,366	3,546	142,925	5,163	-	-	180,331	115,639	307,129	405,021																																																																																						
1,157	1,053	4,701	129,961	79,310	279,544	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-	0'99	0'00	-	-	10,181	-	24,429	595	35,229	5,131	7,115	44,773	5,554	5,339	3,525	3,914	34,150	47,018	82,320																																																																																						
1,000	1,000	4,000	100,000	50,000	150,000	1'15	-</																																																																																																									

IRELAND.

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respective

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1860.	Length of Line open on 31st Dec. 1861.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.	Cattle.	Sheep.	Pigs.					Coal and Coke.	Other Minerals.	TOTAL.				
		M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Athenry and Tuam (Leased.)	See "Midland Great Western."																		
Bagenalstown and Wexford	See "Great Southern and Western."																		
Bransfield Junction	See "Dublin and Belfast Junction."																		
Belfast and Northern Counties	100	100	100	100	93,412	157,705	532,118	783,235	750	143	437	1,138	20,666	5,600	4,728	27,352	19,803	46,155	120,631
Londonderry and Coleraine	36	36	36	36	22,702	46,230	111,106	182,038	90	64	234	456	3,420	500	247	2,124	-	2,124	20,815
Total (Belfast and Northern Counties)	136	136	136	136	116,114	203,935	643,224	965,273	840	207	601	1,594	24,086	6,100	4,975	29,476	19,803	48,279	141,446
Belfast and County Down	30	30	30	30	130,041	327,905	156,132	614,108	1,971	42	143	812	6,645	3,445	2,380	9,722	9,700	19,422	29,800
Cork and Bandon	20	20	20	20	7,023	45,908	58,750	112,890	-	113	69	411	1,623	4,015	34,044	-	-	-	32,271
Cork and Youghal	26	26	26	26	24,280	30,370	118,910	173,792	-	7	31	21	1,225	2,973	13,605	867	-	867	12,553
Cork, Blackrock, and Passage	6	6	6	6	173,657	270,332	142,021	565,812	134	-	-	1,321	-	-	-	-	-	-	-
Dublin and Belfast Junction (Including "Bransfield Junction.")	63	63	63	63	50,022	92,960	140,020	291,911	-	234	1,290	2,194	8,701	5,694	7,550	-	-	-	125,000
Dublin and Drogheda	62	62	62	62	104,828	178,411	421,117	706,352	274	172	1,534	3,020	24,547	49,201	23,764	-	-	-	98,574
Dublin and Kingstown	See "Dublin, Wicklow, and Wexford."																		
Dublin, Wicklow, and Wexford	34	34	34	34	163,167	300,375	534,991	1,088,533	904	47	512	2,225	4,017	5,068	11,439	1,410	-	1,410	23,819
Dublin and Kingstown	6	6	6	6	162,821	1,109,535	1,034,298	2,380,614	2,049	-	-	2,372	-	-	-	-	-	-	-
Total (Dublin, Wicklow, and Wexford)	40	40	40	40	325,988	1,509,910	1,569,289	4,475,147	3,553	47	512	2,225	4,017	5,068	11,439	1,410	-	1,410	23,819
Dundalk and Enniskillen	70	70	70	70	11,732	95,834	122,573	161,139	-	40	324	413	29,590	5,452	37,857	-	-	-	80,805
Londonderry and Enniskillen	60	60	60	60	12,367	35,925	124,728	172,990	-	106	140	1,224	10,020	3,003	15,045	-	-	-	78,513
Total (Dundalk and Enniskillen)	130	130	130	130	24,099	131,759	247,301	334,129	-	146	464	1,637	39,610	8,455	52,902	-	-	-	159,318
Great Northern and Western of Ireland	See "Midland Great Western of Ireland."																		
Great Southern and Western (Including "Killarney Junction" and "Tralee and Killarney.")	330	330	330	330	155,470	274,537	485,000	915,037	-	1,040	7,460	7,080	104,018	124,263	153,370	56,397	-	56,397	292,585
Irish South-Eastern	23	23	23	23	14,047	20,079	31,730	74,455	-	83	891	821	7,380	6,907	25,902	1,738	-	1,738	29,087
Bagenalstown and Wexford	8	8	8	8	3,718	7,302	4,050	15,000	-	7	59	160	453	162	2,902	71	-	71	3,179
Total (Irish South-Eastern)	31	31	31	31	17,765	27,381	35,780	89,455	-	90	950	981	11,833	9,069	31,804	1,809	-	1,809	32,266
Killarney Junction	See "Great Southern and Western."																		
Limerick and Castle Connell	See "Waterford and Limerick."																		
Limerick and Ennis	See "Waterford and Limerick."																		
Limerick and Fynes	See "Waterford and Limerick."																		
Londonderry and Coleraine	See "Belfast and Northern Counties."																		
Londonderry and Enniskillen (Leased.)	See "Dundalk and Enniskillen."																		
Midland Great Western of Ireland	175	175	175	175	50,109	135,074	270,040	474,222	93	283	1,993	2,000	74,272	150,192	70,808	14,023	-	14,023	124,567
Great Northern and Western	35	35	35	35	3,011	12,750	58,280	74,870	-	10	180	153	11,346	16,106	18,519	3,341	-	3,341	25,251
Athenry and Tuam	16	16	16	16	2,572	3,470	21,172	33,514	-	9	63	41	2,813	8,613	19,092	1,208	-	1,208	9,545
Total (Midland Great Western of Ireland)	226	226	226	226	55,692	151,294	349,492	582,606	93	292	2,236	2,194	88,427	174,911	114,439	19,172	-	19,172	159,363
Newry and Armagh	4	4	4	4	11,037	27,247	30,904	78,188	-	18	55	330	165	275	2,858	12,052	1,464	13,516	20,465
Newry, Warrenpoint, and Binstrevor	6	6	6	6	30,187	34,030	93,265	158,391	38	-	-	258	566	494	3,833	-	-	-	27,918
Portadown, Dungannon, and Omagh Junction	See "Ulster."																		
Tralee and Killarney	See "Great Southern and Western."																		
Ulster	62	62	62	62	91,005	218,061	417,221	727,250	581	164	1,903	1,525	39,790	8,451	23,723	24,404	-	24,404	128,049
Portadown, Dungannon, and Omagh Junction	14	14	14	14	7,153	21,762	58,425	87,372	6	20	330	537	9,903	1,614	2,401	1,594	-	1,594	21,553
Total	98	98	98	98	98,158	239,823	475,646	814,622	587	184	2,232	2,062	49,695	10,065	26,124	25,998	-	25,998	149,602
Waterford and Kilkenny	See "Waterford and Limerick."																		
Waterford and Limerick	77	77	77	77	50,217	98,046	178,183	330,440	-	255	2,195	2,087	19,805	19,001	145,640	19,005	-	19,005	61,209
Waterford and Kilkenny	29	29	29	29	9,235	28,117	32,420	69,772	-	50	272	402	2,022	6,000	17,724	9,002	-	9,002	27,802
Limerick and Fynes	27	27	27	27	10,601	19,651	78,043	108,295	-	18	61	368	3,839	1,724	16,031	2,087	-	2,087	9,462
Limerick and Castle Connell	11	11	11	11	17,023	14,500	37,200	68,680	-	2	40	147	1,410	719	10,037	1,747	-	1,747	5,722
Limerick and Ennis	25	25	25	25	8,800	12,534	49,730	71,060	-	22	135	276	3,315	3,966	25,534	223	-	223	11,728
Total (Waterford and Limerick)	180	180	180	180	85,876	172,247	355,556	636,830	-	330	2,715	3,405	31,291	32,540	246,075	33,144	-	33,144	146,063
Waterford and Tramore	7	7	7	7	48,556	17,546	37,594	104,406	35	-	-	493	-	-	-	-	-	-	2,860
TOTAL (IRELAND)	61	61	61	61	1,487,022	2,774,095	5,450,712	10,757,319	7,529	3,290	21,032	34,622	223,001	433,257	732,001	-	-	220,084	1,401,074

• Return for the year ending 31st January 1862.
† Return for the year ending 31st October 1861.
‡ Including minerals.

IRELAND

Railways in PASSENGERS and GOODS during the Year ending 31st December 1861—continued

[illegible]^a Including Harbours for container Vessels.

† Includes 1990-1991, 1991-1992, 1992-1993, 1993-1994, 1994-1995, 1995-1996, 1996-1997, 1997-1998, 1998-1999, 1999-2000, 2000-2001, 2001-2002, 2002-2003, 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008, 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2100, 2100-2101, 2101-2102, 2102-2103, 2103-2104, 2104-2105, 2105-2106, 2106-2107, 2107-2108, 2108-2109, 2109-2110, 2110-2111, 2111-2112, 2112-2113, 2113-2114, 2114-2115, 2115-2116, 2116-2117, 2117-2118, 2118-2119, 2119-2120, 2120-2121, 2121-2122, 2122-2123, 2123-2124, 2124-2125, 2125-2126, 2126-2127, 2127-2128, 2128-2129, 2129-2130, 2130-2131, 2131-2132, 2132-2133, 2133-2134, 2134-2135, 2135-2136, 2136-2137, 2137-2138, 2138-2139, 2139-2140, 2140-2141, 2141-2142, 2142-2143, 2143-2144, 2144-2145, 2145-2146, 2146-2147, 2147-2148, 2148-2149, 2149-2150, 2150-2151, 2151-2152, 2152-2153, 2153-2154, 2154-2155, 2155-2156, 2156-2157, 2157-2158, 2158-2159, 2159-2160, 2160-2161, 2161-2162, 2162-2163, 2163-2164, 2164-2165, 2165-2166, 2166-2167, 2167-2168, 2168-2169, 2169-2170, 2170-2171, 2171-2172, 2172-2173, 2173-2174, 2174-2175, 2175-2176, 2176-2177, 2177-2178, 2178-2179, 2179-2180, 2180-2181, 2181-2182, 2182-2183, 2183-2184, 2184-2185, 2185-2186, 2186-2187, 2187-2188, 2188-2189, 2189-2190, 2190-2191, 2191-2192, 2192-2193, 2193-2194, 2194-2195, 2195-2196, 2196-2197, 2197-2198, 2198-2199, 2199-2200, 2200-2201, 2201-2202, 2202-2203, 2203-2204, 2204-2205, 2205-2206, 2206-2207, 2207-2208, 2208-2209, 2209-2210, 2210-2211, 2211-2212, 2212-2213, 2213-2214, 2214-2215, 2215-2216, 2216-2217, 2217-2218, 2218-2219, 2219-2220, 2220-2221, 2221-2222, 2222-2223, 2223-2224, 2224-2225, 2225-2226, 2226-2227, 2227-2228, 2228-2229, 2229-2230, 2230-2231, 2231-2232, 2232-2233, 2233-2234, 2234-2235, 2235-2236, 2236-2237, 2237-2238, 2238-2239, 2239-2240, 2240-2241, 2241-2242, 2242-2243, 2243-2244, 2244-2245, 2245-2246, 2246-2247, 2247-2248, 2248-2249, 2249-2250, 2250-2251, 2251-2252, 2252-2253, 2253-2254, 2254-2255, 2255-2256, 2256-2257, 2257-2258, 2258-2259, 2259-2260, 2260-2261, 2261-2262, 2262-2263, 2263-2264, 2264-2265, 2265-2266, 2266-2267, 2267-2268, 2268-2269, 2269-2270, 2270-2271, 2271-2272, 2272-2273, 2273-2274, 2274-2275, 2275-2276, 2276-2277, 2277-2278, 2278-2279, 2279-2280, 2280-2281, 2281-2282, 2282-2283, 2283-2284, 2284-2285, 2285-2286, 2286-2287, 2287-2288, 2288-2289, 2289-2290, 2290-2291, 2291-2292, 2292-2293, 2293-2294, 2294-2295, 2295-2296, 2296-2297, 2297-2298, 2298-2299, 2299-2300, 2300-2301, 2301-2302, 2302-2303, 2303-2304, 2304-2305, 2305-2306, 2306-2307, 2307-2308, 2308-2309, 2309-2310, 2310-2311, 2311-2312, 2312-2313, 2313-2314, 2314-2315, 2315-2316, 2316-2317, 2317-2318, 2318-2319, 2319-2320, 2320-2321, 2321-2322, 2322-2323, 2323-2324, 2324-2325, 2325-2326, 2326-2327, 2327-2328, 2328-2329, 2329-2330, 2330-2331, 2331-2332, 2332-2333, 2333-2334, 2334-2335, 2335-2336, 2336-2337, 2337-2338, 2338-2339, 2339-2340, 2340-2341, 2341-2342, 2342-2343, 2343-2344, 2344-2345, 2345-2346, 2346-2347, 2347-2348, 2348-2349, 2349-2350, 2350-2351, 2351-2352, 2352-2353, 2353-2354, 2354-2355, 2355-2356, 2356-2357, 2357-2358, 2358-2359, 2359-2360, 2360-2361, 2361-2362,

The following Railway Companies have made no Return to the relevant Parliaments:—
"St. Asaph," "Sands and Nation," "Wrexham Valley."

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND

ENGLAND AND WALES.

Periods which this return refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.							NUMBER OF TRAINS RUN.						
	Double.	Single.	Total.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).						Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				General Mer- chandise.	Passenger Trains.	Goods Trains.	TOTAL.			
				1st Class.	2d Class.	3d Class including Passen- ger and Freight Carriage and Goods Trains.	Total Passen- gers.	Number of Holders of Season and Periodical Tickets.						Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.								
ending Dec. 1860.	3,894	1,194	7,252	15,003,925	45,009,939	3,867,260	63,881,124	10,556,560	30,556	22,602	215,944	273,229	1,955,214	6,581,512	1,501,776	-	-	-	62,794,130	21,541,870	1,010,500	1,203,008	3,174,318				
ending Dec. 1861.	3,548	1,079	7,202	16,076,410	45,617,261	3,261,291	64,954,962	13,797,279	34,553	31,380	221,111	363,873	2,065,418	6,663,740	1,594,156	-	-	-	63,617,211	20,674,960	1,005,000	1,225,617	3,134,680				

SCOTLAND.

Periods which this report refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.							NUMBERS OF TRAINS RUN.		
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.								
	1st Class.	2d Class.	3d Class (including Passenger and Freight Carriage and Goods Trains).	TOTAL Passen- gers.	Cattle.	Sheep.	Pigs.					Coal and Coke.	Other Minerals.	TOTAL.	General Mer- chandise.								
																No.	No.	No.	No.	Tons.	Tons.	Tons.	
	ending Dec. 1860.	Miles.	Miles.	Miles.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Passenger Trains.	Goods Trains.	TOTAL.			
ending Dec. 1860.	854	551	1,405	2,313,944	2,102,042	1,043,228	5,459,216	8,709	5,319	25,973	30,701	333,552	1,608,502	73,227	-	-	-	15,000,000	5,669,394	254,184	247,966	285,130	
ending Dec. 1861.	868	736	1,604	2,302,678	2,054,154	1,044,000	5,399,832	10,500	6,014	27,077	63,795	448,461	1,413,069	79,080	-	-	-	15,790,000	4,160,000	275,020	276,322	331,977	

IRELAND.

Periods which this return refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.										NUMBER OF TRAINS RUN.		
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				General Mer- chandise.							
	1st Class.	2d Class.	3d Class including Paras- ites.	TOTAL Passen- gers.	Cattle.	Sheep.	Pigs.					Coal and Coke.	Other Minerals.	TOTAL.												
															No.	No.	No.	No.		No.	Tons.	Tons.	Tons.	Tons.		
ending Dec. 1860.	447	917	1,364	1,407,880	1,677,507	4,358,101	9,063,262	7,505	4,129	94,517	53,144	317,029	407,407	686,103	-	-	-	191,123	5,860,800	379,894	38,475	100,213				
ending Dec. 1861.	477	946	1,423	1,407,430	1,734,000	4,400,790	10,479,814	7,525	3,250	11,023	34,022	395,901	405,287	732,061	-	-	-	226,093	7,461,907	374,445	30,682	205,327				

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, during

Periods which this report refers.	Length of Line open.			PASSENGER TRAFFIC.										GOODS TRAFFIC.							NUMBER OF TRAINS RUN.												
	Double.	Single.	TOTAL.	Number of Passengers (exclusive of Holders of Season and Periodical Tickets).						Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				General Mer- chandise.	Passenger Trains.	Goods Trains.	TOTAL.									
				1st Class.	2d Class.	3d Class including Passen- gers and Freight Carriage and Goods Trains.	Total Passen- gers.	Number of Holders of Season and Periodical Tickets.						Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.														
ending Dec. 1860.	6,090	2,243	10,433	20,944,525	60,909,939	5,000,000	86,854,464	17,556,560	30,556	22,602	215,944	273,229	1,955,214	6,581,512	1,501,776	-	-	-	62,794,130	21,541,870	1,010,500	1,203,008	3,174,318										
ending Dec. 1861.	5,480	2,079	7,559	21,076,410	61,617,261	5,261,291	87,954,962	13,797,279	34,553	31,380	221,111	363,873	2,065,418	6,663,740	1,594,156	-	-	-	63,617,211	20,674,960	1,005,000	1,225,617	3,134,680										

respectively during the Year ending the 31st December 1861, and during the Year ending 31st December 1860.

ENGLAND AND WALES.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC							TOTAL Receipts from all Sources of Traffic.		
					RECEIPTS FROM PASSENGERS.										Live Stock.	MINERALS.			General Mer- chandise.	TOTAL Receipts from Goods Traffic.				
					ORDINARY.	EX- PRESS.	1st Class.	2d Class.	3d Class (including Parlia- mentary). Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Coal and Coke.		Other Minerals.	TOTAL.							
By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class (including Parlia- mentary). Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Mer- chandise.	TOTAL Receipts from Goods Traffic.			
£	£	£	d.	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£			
1,706,287	6,083,000	63,701,922	-	-	-	-	-	-	2,705,501	3,514,700	3,337,397	233,306	9,791,003	800,805	377,642	11,090,449	443,074	-	-	-	4,185,500	7,514,323	12,413,497	23,472,000
1,804,239	6,073,840	67,468,200	-	-	-	-	-	-	2,676,351	3,469,971	3,535,127	245,026	9,046,476	906,628	300,308	11,346,472	473,479	-	-	-	4,323,174	7,078,903	12,775,450	21,021,930

SCOTLAND.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC							TOTAL RECEIPTS from all Sources of Traffic.
					RECEIPTS FROM PASSENGERS.										Live Stock.	MINERALS.			General Mer- chandise.	TOTAL RECEIPTS from Goods Traffic.		
					ORDINARY.	Ex- PRESS.	1st Class.	2d Class.	3d Class (including Parlia- mentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.		Total and Coke.	Other Minerals.	TOTAL.				
By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class (including Parlia- mentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Total and Coke.	Other Minerals.	TOTAL.	General Mer- chandise.	TOTAL RECEIPTS from Goods Traffic.
£	£	£	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1,004,732	6,114,800	11,007,121	-	-	-	271,490	168,775	539,400	23,232	1,001,896	60,047	79,923	1,147,865	48,246	-	-	-	-	768,006	960,510	1,777,304	2,925,000
1,004,665	6,329,777	11,803,432	-	-	-	265,092	170,757	560,205	24,560	1,020,614	73,012	73,135	1,172,121	53,570	-	-	-	-	837,913	1,026,594	1,923,313	3,095,000

IRELAND.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL Receipts from all Sources of Traffic.		
					ORDINARY.		EX- PRESS.	RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Mer- chandise.		TOTAL Receipts from Goods Traffic.	
								1st Class.	2d Class.	3d Class (including Parlia- mentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.					
By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class (including Parlia- mentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Mer- chandise.	TOTAL Receipts from Goods Traffic.
£	£	£	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
404,670	1,300,000	5,444,640	-	-	-	-	-	193,945	261,130	285,000	17,270	758,044	52,040	68,338	878,442	79,060	-	-	27,791	383,154	490,006	1,308,000		
404,405	1,303,226	5,969,900	-	-	-	-	-	201,810	273,391	291,368	17,943	783,511	51,361	73,110	907,882	89,027	-	-	33,106	417,978	540,111	1,447,000		

the Year ending the 31st December 1861, and during the Year ending 31st December 1860.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS from all Sources of Traffic.	
					ORDINARY.		EX- PRESS.	RECEIPTS FROM PASSENGERS.						Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			Mer- chandise.		TOTAL Receipts from Goods Traffic.
								1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.				
By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	Early Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Pas- senger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	Mer- chandise.	TOTAL Receipts from Goods Traffic.		
£	£	£	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
1,100,779	4,127,113	13,308,000	-	-	-	-	-	3,170,935	3,044,713	4,162,457	272,807	11,550,942	1,006,892	525,922	13,065,730	570,900	-	-	-	4,951,890	3,157,967	14,690,906	27,760,000
1,008,676	4,053,064	10,141,400	-	-	-	-	-	3,143,256	3,033,119	4,386,700	287,828	11,750,903	1,033,901	541,671	13,326,475	621,382	-	-	-	5,194,109	3,423,303	15,238,866	24,560,000

* Exclusive of "Sandy and Potton," "St. George's," and "Waveney Valley."

THE following STATISTICS have been deduced from the preceding RETURN.
TRAFFIC.

	Proportion per Cent. of the Number of Passengers.				Proportion per Cent. of Receipts from Passengers.				Increase per Cent. of the Number of Passengers over the previous Year.				Increase per Cent. of Receipts from Passengers over the previous Year.				Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.			
	1st Class.	2nd Class.	3rd Class, including Parly.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	All Classes.	Passenger Traffic.	Goods Traffic.	Total.
England and Wales {	12.30	31.55	56.15	100	27.64	35.89	34.08	100	7.12	11.48	9.39	9.70	0.33	5.13	5.57	0.17	4.02	47.12	52.88	100
	12.39	31.11	56.50	100	26.90	35.09	35.53	100	7.11	4.99	7.13	6.45	Decrease 1.07	Decrease 0.70	5.92	5.02	1.58	46.82	53.18	100
Scotland {	14.06	13.11	72.83	100	27.10	16.84	53.84	100	7.31	6.49	6.47	6.58	0.19	Decrease 0.05	5.80	15.06	3.39	39.24	60.76	100
	13.77	11.91	74.33	100	25.97	16.73	54.87	100	2.29	Decrease 4.99	6.71	4.56	Decrease 2.35	Decrease 1.17	3.85	11.82	1.89	37.87	62.13	100
Ireland {	14.50	36.84	48.66	100	25.59	34.45	37.69	100	10.85	3.01	6.48	5.77	1.95	1.33	7.58	5.58	3.86	64.19	35.81	100
	13.93	34.98	51.09	100	25.76	34.77	37.18	100	2.73	1.56	12.32	6.96	4.05	4.31	1.99	3.89	3.35	62.70	37.30	100
United Kingdom {	12.62	30.01	57.37	100	27.45	34.15	36.04	100	7.40	10.56	8.78	9.14	0.41	Decrease 4.64	5.73	10.25	3.95	47.12	52.88	100
	12.62	29.44	57.94	100	26.75	33.47	37.33	100	6.26	4.29	7.35	5.29	Decrease 0.87	Decrease 0.29	5.88	5.50	1.73	46.65	53.35	100

Board of Trade, July, 1862.

EDGAR A. BOWRING, Registrar.

PART II.

WORKING EXPENDITURE, &c.

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, of the WORKING EXPENDITURE of each such COMPANY during the YEAR ended 31st December 1861, and of the whole of the ROLLING STOCK of the several RAILWAY COMPANIES.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, the Companies were requested, in making up the "Length of Line open," to exclude the length of those lines over which they had merely running powers, but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses."

The Companies were also requested to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund," and to state the amounts so paid under the several heads to which they were applicable.

All "Steam Boat," "Canal," and "Harbour" Expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

ENGLAND AND WALES

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES, during the
YEAR ended 31st December 1861.

[illegible]

RETURN OF WORKING EXPENDITURE AND ROLLING STOCK DURING THE YEAR 1861.

[illegible]

* Includes 7,604, returned by Company as "Repairs of Piers."

RETURN OF WORKING EXPENDITURE AND ROLLING STOCK DURING THE YEAR 1861.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1861.	WORKING EXPENDITURE during the Year ended 31st December 1861. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the House of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1861.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Wagons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Carriage of Passengers only.	Other Vehicles attached to Passenger Trains.	Wagons of all kinds used for the Carriage of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wagons not included in the preceding Columns.	Total of the Five preceding Columns.	
Leamington and Kingston (Leamington to Messrs. Brouce.)	14	£ 1,105	£ 332	£ 128	£ 2,161	£ 65	£ 157	-	-	-	£ 392	£ 3,250	£ 7,757	£ 2,477	08	No. 2	No. 6	No. 2	No. 4	No. -	No. 10	
Leamington and Uckfield (Leamington to Uckfield.)	See "London, Brighton, and South Coast."																					
Leamington and Uckfield (Uckfield to Leamington.)	10	369	-	1,179	2,945	108	-	-	-	-	320	4,861	6,458	1,597	75	-	-	-	45	-	65	
Leamington and Uckfield (Leamington to Uckfield.)	47	5,911	3,779	640	14,010	384	189	-	78	14	1,624	19,429	26,880	10,551	31	10	17	-	619	2	440	
Leamington and Uckfield (Uckfield to Leamington.)	See "Oswestry and Newtown."																					
Leamington and Uckfield (Leamington to Uckfield.)	10	1,074	504	-	498	875	-	-	-	52	820	3,087	11,355	7,390	35	Three.	-	-	6	-	4	
Leamington and Uckfield (Uckfield to Leamington.)	5	4,214	7,859	1,033	12,245	4,090	2,714	245	1	215	5,142	38,295	84,290	45,055	35	11	51	-	12	-	74	
Leamington and Uckfield (Leamington to Uckfield.)	45	1,892	7,078	-	15,244	1,092	895	37	23	-	4,382	22,046	54,255	22,018	59	Supplied by "Eastern Counties."						
Leamington and Uckfield (Uckfield to Leamington.)	See "South Eastern."																					
Leamington and Uckfield (Leamington to Uckfield.)	1,000	116,512	68,317	178,099	684,500	75,513	68,590	95,758	24,831	51,269	119,981	444,908	4,005,497	2,987,489	40	972	1,971	1,980	16,558	1,619	22,205	
Leamington and Uckfield (Uckfield to Leamington.)	See "London and North Western."																					
Leamington and Uckfield (Leamington to Uckfield.)	1,054	124,821	674,417	178,099	684,447	76,227	64,699	95,758	24,836	51,309	121,111	4,449,212	4,005,498	2,987,517	50	172	1,971	1,984	16,558	1,619	22,205	
Leamington and Uckfield (Uckfield to Leamington.)	456	149,446	144,742	30,035	175,409	23,351	28,099	6,205	2,057	1,516	24,779	67,251	1,047,446	360,091	50	177	-	294	2,188	3	4,793	
Leamington and Uckfield (Leamington to Uckfield.)	220	49,075	119,217	53,085	142,465	32,136	29,552	12,600	2,081	5,727	11,240	147,740	394,584	190,771	80	140	974	284	2,588	6	3,997	
Leamington and Uckfield (Uckfield to Leamington.)	87	1,515	27,595	4,240	14,150	2,462	2,777	535	128	-	3,165	37,180	90,000	28,517	70	49	154	42	320	-	625	
Leamington and Uckfield (Leamington to Uckfield.)	6	1,882	5,270	370	924	182	148	-	-	-	800	8,000	17,400	8,400	51	-	11	1	20	-	40	
Leamington and Uckfield (Uckfield to Leamington.)	See "Eastern Counties."																					
Leamington and Uckfield (Leamington to Uckfield.)	See "London and South Western."																					
Leamington and Uckfield (Uckfield to Leamington.)	See "Midland."																					
Leamington and Uckfield (Leamington to Uckfield.)	174	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430	95,077	29,092	92,135	7,896	4,944	3,425	690	2,294	11,248	197,517	388,167	281,150	52							
Leamington and Uckfield (Uckfield to Leamington.)	5	-	1,184	2	1,372	-	19	2	-	-	72	2,051	1,555	1,098	171	190	278	80	1,255	74	1,920	
Leamington and Uckfield (Leamington to Uckfield.)	179	48,430																				

[illegible]

* Exclusive of Lines belonging to other Companies, but worked over by the Midland, viz., South Yorkshire, 5 miles; West Midland, 13 miles; and 23 miles of Great Northern (King's Cross to Hitchin).

** The sum for which engines and carriages are hired by the Midland Railway Company.

† Including "Compensation for Damage and Loss of Goods."

‡ Including "Dock-expenses," which the Company state cannot be given separately, but which bear a very small proportion to the working expenses of the Railway.

§ Exclusive of £12,342 returned by the Company under this head, which they state "was the expense of obtaining their Act of 1861, and was paid out of Capital raised by virtue of that Act."

|| Exclusive of £6,766d. "Canal Working Expenditure."

** It is stated that this Line is loaned to Mr. Barin, and that no account of the working expenses has been kept.

†† The Secretary of this Company states that he is unable to furnish a Return.

‡‡ It is stated that this Line has been sold to the Bedford and Cambridge Railway Company, and closed for traffic.

[illegible]

* This is the account for which Rodgers and Harrison are fined in the "Heard and Exeter."

[†] This is the segment for which England and Carriacou are bound by the "Tynes and Exeter."

† This line, though sanctioned to be opened in 1883, was not opened until 1902.

This line, though sanctioned to be opened in 1861, was not opened including "Forest of Deers" Branch.

* Including "Compensation for Damage and Loss of Goods."

** Including "Permanent Engines."

†† South Durham and Lancashire Union Railway opened for Min.

5) Exclusive of "Llanidloes and Newtown," and "Oswestry and

23. **DATE:** _____ **TIME:** _____ **LOCATION:** _____

SCOTLAND

STATEMENT of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND, during the YEAR ended 31st December 1861.

[illegible]

* Return for the year ending 31st January.

† Including "Stationary Engineer."

¹ Reported as the main part to the Edinburgh, Perth, and Dundee, in respect of "Locomotive Power," and "Repairs and Renewals of Carriages and Wagonage."

308.

RETURN OF WORKING EXPENDITURE AND ROLLING STOCK DURING THE YEAR 1861.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1861.	WORKING EXPENDITURE during the Year ended 31st December 1861. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)														Total Receipts, as given by the Tenders Return, entered as to be paid after the Receipt of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1861.									
		of which—																	Locomotives.	Waggon and Carriage stock for the Carriage of Passengers only.	Waggon and Carriage stock for the Carriage of Goods only.	Waggon and Carriage stock for the Carriage of Mail only.	Waggon and Carriage stock for the Carriage of other Goods only.	Waggon and Carriage stock for the Carriage of other Goods only.	Waggon and Carriage stock for the Carriage of other Goods only.			
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Materials of Engines and Waggon.	Trains (including and including).	Stores and Taxes.	Government Duty.	Compensation for Personal Injury.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous working Expenses not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given by the Tenders Return, entered as to be paid after the Receipt of Parliament.															
No.	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	No.	No.	No.	No.	No.	No.	No.	No.		
Edinburgh, Dumbarton, and Glasgow (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	50	5,005	5,292	1,440	16,579	1,876	1,117	-	114	122	52,796	34,016	32,799	54,994	22												
Great North of Scotland (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	501	1,229	827	959	56	45	-	-	6	992	4,100	5,549	1,549	23			30	104	20	108	-	-	362			
Alfred Valley (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	18	801	1,134	719	304	99	97	-	-	17	330	1,089	7,000	5,111	67												
Abbeville and Turrell (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	11	260	875	253	685	47	40	-	-	18	312	2,308	3,075	875	83												
Barnet, Hendon, and (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	25	-	740	551	887	119	186	150	-	-	287	2,819	7,015	4,196	46												
Perth, Abbeville, and (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	4	380	341	5	279	41	-	-	-	-	157	997	2,427	1,430	41			2		5	1	25	-	-	31		
North British Eastern (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	22	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	15	800	521	599	1,029	38	107	-	16	-	985	5,127	9,039	4,171	55			5		1	110	-	-	113			
Glasgow and South Western (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	216	10,017	12,051	11,027	20,208	2,560	5,895	234	911	19	7,071	137,267	202,486	150,167	85			90	258	35	3,571	-	-	4,001			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)	See "Edinburgh and Glasgow" and "Edinburgh and Dumbartonshire Junction."	10	1,000	1,650	230	1,821	120	186	-	-	-	1,100	2,494	11,569	4,352	68			0	17	7	138	-	-	146			
Edinburgh, Perth, and Dundee (London and North Western Junction.)</																												

PART III.

C A P I T A L, &c.

RETURNS "by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK and FUNDED DEBT, on the 31st day of December 1861, specifying the Rate per Cent. of the Dividends for the Year 1861 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1861, classified according to the several Rates of Interest per Cent.; and the CAPITAL authorised and CAPITAL paid up for, and the Subscriptions to, other Undertakings, whether such Undertakings are on Lease to, or Worked by, the subscribing Company, or are Independent :

Of the AMALGAMATION and WORKING ARRANGEMENTS of RAILWAY COMPANIES, and of the Sale or Lease of Railway Undertakings effected during the Year 1861 :

And, by each RAILWAY COMPANY, showing the RAILWAY or BRANCH RAILWAY, and the LENGTH thereof, as to which the Powers granted by Parliament for the compulsory Purchase of Land required for its Construction had expired previous to the 31st day of December 1861, without such Powers having been exercised; and the CAPITAL appropriated by Parliament for the Construction of such Railway or Branch Railway.

RETURN by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the Sums received in 31st day of December 1861, specifying the Rate per Cent. of the Dividends for the Year 1861 on each of the said Rates of Interest per Cent.; and the CAPITAL authorised and CAPITAL paid up for, and the Subscriptions to, other

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Aberdare:—(Railway on Lease to the Taff Vale Railway Company).	50,000	16,600	66,600	50,000	10	- - -	- - -	- - -
Aberdare Valley - - - -	12,000	4,000	16,000	11,920	6	- - -	- - -	- - -
Aberdeen and Turriff - - -	120,000	40,000	160,000	85,299	- - -	- - -	- - -	- - -
Aberystwith and Welsh Coast -	400,000	193,000	593,000	25,000	- - -	- - -	- - -	- - -
Abingdon - - - - -	15,000	5,000	20,000	14,500	- - -	- - -	- - -	- - -
Alford Valley (1856) - - -	85,000	28,000	113,000	44,720	- - -	- - -	- - -	- - -
Alton, Alresford, and Winchester -	150,000	50,000	200,000	1,188	- - -	- - -	- - -	- - -
Alva - - - - -	15,000	5,000	20,000	1,585	- - -	- - -	- - -	- - -
Alyth - - - - -	33,000	11,000	44,000	31,499	- - -	- - -	- - -	- - -
Andover and Redbridge - - -	130,000	43,000	173,000	60,860	Nil	- - -	- - -	- - -
Arbroath and Forfar:—(Railway on Lease to the Scottish North Eastern Railway Company).	250,000	16,666	266,666	184,750	5½	40,000	5½	- - -
Athenry and Ennis Junction - -	200,000	66,000	266,000	2,333	- - -	- - -	- - -	- - -
Athenry and Team:—(Railway on Lease to the Midland Great Western of Ireland Railway Company).	90,000	30,000	120,000	60,479	3	- - -	- - -	- - -
Aylesbury and Buckingham - -	98,000	32,500	130,500	13,352	- - -	- - -	- - -	- - -
Ayr and Maybole - - - -	33,000	10,000	43,000	32,547	4½	- - -	- - -	- - -
Bagenalstown and Wexford - -	350,000	161,600	511,600	97,862	Nil	10,000	5	- - -
Banbridge Extension - - -	90,000	30,000	120,000	901	- - -	- - -	- - -	- - -
Banbridge Junction - - - -	60,000	20,000	80,000	21,981	2½	17,800	5	- - -
Banbridge, Lisburn, and Belfast -	150,000	49,000	199,000	45,989	- - -	28,075	- - -	- - -
Banff, Macduff, and Turriff Extension	81,000	27,000	108,000	49,872	- - -	- - -	- - -	- - -
Banff, Portsoy, and Strathisla -	90,000	30,000	120,000	48,347	- - -	- - -	- - -	- - -

respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK and FUNDED DEBT, on the Capitals; showing, also, the Loans outstanding on the 31st day of December 1861, classified according to the several Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

to other Undertakings.		Loans outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
.	50,000	16,600	4 ½	16,600	66,600	—	—	
.	11,920	4,000	5	4,000	15,920	—	—	
.	85,290	1,400 12,075 26,525	4 4 ½ 5	40,000	125,290	—	—	
.	25,000	-	-	-	25,000	—	—	
.	14,500	4,500	5	4,500	19,500	—	—	
.	44,720	13,337 700 13,925	4 4 ½ 4 ½	27,902	72,691	—	—	
.	1,188	-	-	-	1,188	—	—	
.	1,585	-	-	-	1,585	—	—	
.	31,499	9,900 1,100	5 4 ½	11,000	42,499	—	—	
.	69,860	35,000	5	35,000	104,860	—	—	
.	224,750	5,600	4	5,600	230,350	—	—	
.	2,333	-	-	-	2,333	—	—	
.	60,479	30,000	5	30,000	90,479	10,000	—	
.	13,352	-	-	-	13,352	—	—	
.	32,547	6,800 3,200	4 ½ 4	10,000	42,547	—	—	
.	107,802	26,310	5	26,310	134,172	—	—	
.	901	-	-	-	901	—	—	
.	30,761	8,000 4,550 4,000	4 ½ 5 6	16,550	56,311	—	—	
.	74,904	-	-	-	74,904	—	—	
.	49,872	1,100 626 25,278	4 4 ½ 5	26,999	76,871	—	—	
.	48,347	28,400	4 ½	28,400	76,747	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Bangor and Caernarvon:—(in the Chester and Holyhead Return).	—	—	—	—	—	—	—	—
Barnsley Coal	40,000	13,300	53,300	15,000	- . .	- . .	- . .	- . .
Bedford:—(Railway on Lease to the London and North Western Railway Company).	—	—	—	—	—	—	—	—
Bedford and Cambridge - . .	240,000	80,000	320,000	176,376	- . .	- . .	- . .	- . .
Belfast and County Down . .	535,000	166,666	701,666	237,765 20,401 Forfeited Shares.	- . .	162,285 10,150	5 4½	- . .
Belfast and Northern Counties -	845,000	298,333	1,143,333	610,000	4½	160,000	4	60
Belfast, Hollywood, and Bangor -	115,000	38,000	153,000	7,731	- . .	- . .	- . .	- . .
Berks and Hants Extension . .	298,000	99,000	397,000	- No Return to the Order of the House.				
Bideford Extension	55,000	10,000	65,000	55,000	3	- . .	- . .	- . .
Birkenhead	2,550,000	600,000	3,150,000	1,941,505	2½	- . .	- . .	6,170
Birmingham, Wolverhampton, and Stour Valley:—(Railway on Lease to the London and North Western Railway Company).	1,110,000	370,000	1,480,000	760,350	21. 16s. 8d.	- . .	- . .	- . .
Bishop's Castle	180,000	60,000	240,000	15,534	- . .	- . .	- . .	- . .
Bishop Stortford, Dunmow, and Braintree.	120,000	40,000	160,000	—	—	—	—	—
Blackpool and Lytham	45,000	15,000	60,000	11,623	- . .	- . .	- . .	- . .
Blane Valley -	51,000	17,000	68,000	2,364	- . .	- . .	- . .	- . .
Blyth and Tyne	580,000	166,500	746,500	210,000	9½	50,000 67,848	10 5	- . .
Bodmin and Wadebridge . .	22,500	13,000	35,500	26,994	- Nil	- . .	- . .	- . .
Bognor	30,000	10,000	40,000	- No Return to the Order of the House.				
Boston, Sleaford, and Midland Counties.	200,000	66,800	266,800	181,470	2½	- . .	- . .	- . .
Bourne and Essendine:—(Railway on Lease to the Great Northern Company).	48,000	16,000	64,000	24,860	- . .	- . .	- . .	- . .
Bourton-on-the-Water	30,000	10,000	40,000	27,596	- . .	- . .	- . .	- . .

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
—	£.—	£.—	—	£.—	£.—	£.—	£.—	
- -	15,000	- - -	- - -	- - -	15,000	—	—	
—	—	—	—	—	—	—	—	
- -	176,278	17,000	5	17,000	193,278	—	—	
- -	430,001	93,328 70,683 2,655	5 4½ 4½	166,066	597,267	35,000	15,000	
4	770,000	20,585 41,360 102,301 6,000 46,000	4 4½ 4½ 4½ 5	276,236	1,046,206	20,000	8,286	
- -	7,731	- - -	- - -	- - -	7,731	—	—	
- -	55,000	10,000	5	10,000	65,000	—	—	
4	1,947,675	48,850 1,200 118,100 183,170 84,003 77,950	5 4½ 4½ 4½ 4½ 4	513,273	2,460,948	—	—	
- -	700,350	- - -	- - -	- - -	700,350	—	—	
- -	15,534	- - -	- - -	- - -	15,534	—	—	
—	—	—	—	—	—	—	—	
- -	11,523	- - -	- - -	- - -	11,523	—	—	
- -	2,364	- - -	- - -	- - -	2,364	—	—	
- -	327,848	22,420 24,007 12,880	5 4½ 4	59,316	387,704	—	—	
- -	26,904	8,000	- - -	8,000	34,904	—	—	
- -	181,470	28,000 2,200 35,500 300	5 4½ 4½ 4½	66,000	247,470	—	—	
- -	24,800	16,000	5	16,000	40,800	—	—	
- -	27,596	1,530	5	1,530	29,126	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debtenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Bradford, Wakefield, and Leeds -	293,000	97,633	390,633	200,000	6 $\frac{1}{2}$	24,135	- Nil -	-
Brecon and Merthyr Tydfil Junction	323,000	107,500	430,500	42,240	- - -	37,000	- - -	-
Bridport - - - - -	85,000	21,600	106,600	64,405	- Nil -	19,510	- - -	-
Brighton, Uckfield, and Tunbridge Wells.	200,000	65,000	265,000	5,892	- - -	- - -	- - -	-
Bristol and Exeter - - - -	4,000,000	- - -	4,000,000	2,022,400	4 $\frac{1}{2}$	1,045,872	4	-
Bristol and South Wales Union -	300,000	98,000	398,000	158,491	- Nil -	- - -	- - -	-
Briton Ferry Floating Dock - -	105,000	35,000	140,000	50,617	- Nil -	3,740 30,580	6 5	-
Buckinghamshire:—(Railway on Lease to the London and North Western Railway Company.)	1,245,000	- - -	1,245,000	1,245,000	- - -	- - -	- - -	-
Buckley - - - - -	30,000	10,000	40,000	23,236	- Nil -	- - -	- - -	-
Burnham Tidal Harbour - -	37,000	12,300	49,300	800	- - -	- - -	- - -	-
Caledonian - - - - -	7,251,230	2,701,486	9,952,705	3,239,432	5 $\frac{1}{2}$	1,098,027 40,000	4 $\frac{1}{2}$ 4	27,095
				30,000 Granton }	- Nil -	510,000 156,355 240,000 60,000 225,547 800,000 125,000 400,711	5 8 7 $\frac{1}{2}$ 6 5 4 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3	
Caledonian and Dumbartonshire Junction.	650,000	216,600	866,600	238,732	5	- - -	- - -	-
Caine - - - - -	35,000	11,600	46,600	7,062	- - -	- - -	- - -	-
Cannock Mineral - - - - -	160,000	40,000	200,000	94,112	3 l. 6 s. 3 d.	- - -	- - -	-
Carlisle and Sillioth Bay - -	165,000	55,000	220,000	161,000	- - -	- - -	- - -	17,365 34,960 1,050
Carmarthen and Cardigan - -	200,000	60,000	260,000	102,284	- Nil -	35,000	- Nil -	-
Carrickfergus and Larne - -	125,000	41,500	166,500	45,523	- - -	- - -	- - -	-
Castle Douglas and Dumfries -	197,000	64,000	261,000	110,360	1 $\frac{1}{2}$	56,000	5	-
Central Wales - - - - -	160,000	53,300	213,300	50,258	- - -	- - -	- - -	-
Central Wales Extension - -	208,000	69,333	277,333	2,480	- - -	- - -	- - -	-
Chard (1860) - - - - -	25,000	8,300	33,300	- No Return to the Order of the House.				
Chard and Taunton - - - -	120,000	40,000	160,000	931	- - -	- - -	- - -	-
Charing Cross - - - - -	1,325,000	441,600	1,766,600	552,098	- - -	- - -	- - -	-
Cheshire Midland - - - - -	100,000	33,000	133,000	80,330	- - -	- - -	- - -	-

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£.	£.	-	£.	£.	£.	£.	
-	224,135	60,000	-	60,000	224,135	—	—	
-	79,240	44,100	5	44,100	123,340	—	—	
-	83,915	11,000 10,600	4 ½ 5	21,600	105,515	—	—	
-	5,892	-	-	-	5,892	—	—	
-	3,007,833	214,945 7,300 668,881 14,630	4 ½ 4 ½ 4 3 ½	893,776	3,901,608	440,000	440,000	
-	158,491	20,000	5	20,000	178,491	—	—	
-	84,937	20,000	6	20,000	104,937	—	—	
-	1,245,000	-	-	-	1,245,000	—	—	
-	23,236	2,000	4 ½	2,000	25,236	—	—	
-	800	-	-	-	800	—	—	
4	6,852,007	200 10,000 16,163 152,864 2,130,826 34,280 134,379	5 4 ½ 4 ½ 4 ½ 4 3 ½ 3 ½	2,478,712	9,330,779	—	—	
-	238,732	-	-	-	238,732	—	—	
-	7,062	-	-	-	7,062	—	—	
-	94,112	25,980	4 ½	25,980	120,092	—	—	
6 5 4 ½	215,063	87,330	5	87,330	302,424	—	—	
-	137,284	60,000	5	60,000	197,284	—	—	
-	45,523	-	-	-	45,523	—	—	
-	176,350	22,905 40,550	4 4 ½	63,455	239,805	5,000	—	
-	56,258	-	-	-	56,258	—	—	
-	2,480	-	-	-	2,480	—	—	
-	931	-	-	-	931	—	—	
-	552,998	115,225	5	115,225	668,223	—	—	
-	80,330	-	-	-	80,330	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Chester and Holyhead - - -	3,605,000	1,094,332	4,699,332	2,100,000	1	630,000 525,000 150,000	5 ½ 5 4	- -
Cleveland - - - - -	210,000	70,000	280,000	60,492	- Nil -	- - -	- -	- -
Cockermouth and Workington -	107,500	35,832	143,332	75,220	5	21,500 3,434	5 4 ½	- -
Cockermouth, Keswick, and Penrith	200,000	66,000	266,000	24,214	- - -	- - -	- -	- -
Colchester, Stour Valley, Sudbury, and Halstead.	675,060	224,000	899,060	- No Return to the Order of the House.				
Coleford, Monmouth, Usk, and Pontypool:—(Railway on Lease to the West Midland Railway Company.)	160,000	50,000	210,000	132,195	1 ½	- - -	- -	- -
Colne Valley and Halstead - -	150,000	49,333	199,333	70,170	- Nil -	44,112	- Nil -	- -
Coniston - - - - -	45,000	15,000	60,000	25,000 10,000	2l. 13s. 4d. 2 ½	- - -	- -	- -
Conway and Llanrwst - - -	60,000	19,999	79,999	14,083	- - -	- - -	- -	- -
Cork and Bandon - - - -	318,000	80,000	398,000	175,241	- Nil -	48,000 29,552	5 ½ 6	- -
Cork and Kinsale Junction - -	45,000	15,000	60,000	27,290	- - -	- - -	- -	- -
Cork and Limerick Direct - -	100,000	33,000	133,000	44,133	- - -	- - -	- -	- -
Cork and Macroom Direct - -	120,000	40,000	160,000	2,735	- - -	- - -	- -	- -
Cork and Youghal - - - -	305,000	131,000	436,000	130,400	- Nil -	225,000	6	- -
Cork, Blackrock, and Passage -	170,000	50,680	220,680	118,700	2	- - -	- -	- -
Cornwall - - - - -	1,375,000	458,000	1,833,000	570,450	- Nil -	400,000 50,200	5 4 ½	- -
Coventry, Nuneaton, Birmingham, and Leicester (in the London and North Western Company's return).	—	—	—	—	—	—	—	—

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£. 3,405,000	£. 85,850 0,000 550,623 134,530 204,102 1,000	5 4 ½ 4 ½ 4 ½ 4 3 ½	£. 1,078,105	£. 4,483,103	£. —	£. —	
-	60,492	81,580	5	81,580	142,072	-	-	- - The Secretary states, in a letter dated the 27th June, "that the debentures of the Company have been improperly issued, and without any legal authority, beyond the sum of 40,000 l., by persons who have no longer the control of the Company's affairs, and that for a great number of those debentures the Company has not received any consideration whatever. The present Directors have consequently instituted proceedings in Chancery to obtain the debentures so issued to be cancelled."
-	100,920	14,386 13,050 8,520	4 4 ½ 4 ½	35,956	136,176	—	—	
-	24,214	-	-	-	24,214	—	—	
-	132,195	4,000 800 45,700	6 5 ½ 5	50,000	182,195	—	—	
-	120,282	39,219	5	39,219	159,501	—	—	
-	35,000	3,000 7,400 4,600	4 ½ 4 ½ 5	15,000	50,000	—	—	
-	14,083	-	-	-	14,083	—	—	
-	252,703	18,323 1,100 33,710 5,800 12,400 8,310	4 4 ½ 5 5 ½ 6 4	70,443	332,236	—	—	
-	27,200	5,340 4,950	5 6	10,290	37,580	—	—	
-	44,133	-	-	-	44,133	—	—	
-	2,735	-	-	-	27,357	—	—	
-	305,000	131,000	5	131,000	406,000	—	—	
-	118,700	32,800 7,750	5 4	40,556	159,256	—	—	
-	1,020,710	21,700 25,790 78,441 248,862	4 4 ½ 4 ½ 5	374,793	1,395,512	-	-	- - The Company have borrowed on unissued capital, from the Great Western Company, 20,000 l.; Bristol and Exeter Company, 35,000 l.; and South Devon Company, 35,000 l.
-	—	—	—	—	—	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions.				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Cowes and Newport - - -	30,000	10,000	40,000	16,091	- - -	- - -	- - -	- - -
Crieff Junction - - - -	45,000	12,000	57,000	43,145	5	- - -	- - -	- - -
Cromford and High Peak - -	286,525	26,000	312,525	127,700	Nil	31,910 19,630 46,915	- Nil -	6,000
Dartmouth and Torbay - - -	122,500	40,800	163,300	61,040	- - -	- - -	- - -	- - -
Deeside - - - - -	186,250	62,000	248,250	101,706 48,757	6 Nil	- - -	- - -	- - -
Denbigh, Ruthin, and Corwen -	150,000	50,000	200,000	77,458	- - -	- - -	- - -	- - -
Devon Valley - - - - -	90,000	30,000	120,000	40,500	- - -	- - -	- - -	- - -
Disley and Hayfield - - -	45,000	15,000	60,000	18,547	- - -	- - -	- - -	- - -
Dorset Central - - - - -	400,000	133,000	533,000	129,546	Nil	64,280	- - -	- - -
Downpatrick and Newry - -	205,000	83,300	353,300	4,603	- - -	- - -	- - -	- - -
Dublin and Antrim Junction -	120,000	40,000	160,000	2,833	- - -	- - -	- - -	- - -
Dublin and Belfast Junction -	950,000	135,000	1,085,000	880,047	4 $\frac{1}{2}$	- - -	- - -	- - -
Dublin and Drogheda - - -	953,000	317,333	1,270,333	588,459	5	44,225 205,775	4 5	30,638
Dublin and Kingstown - - -	350,000	70,000	420,000	350,000	9	- - -	- - -	- - -
Dublin and Meath - - - -	230,000	75,000	305,000	137,747	- - -	- - -	- - -	- - -
Dublin, Wicklow, and Wexford -	1,000,000	332,632	1,332,632	477,930	1 $\frac{1}{2}$	200,000 49,665	6 5	- - -
Dumfries, Lochmaben, and Lockerby	90,000	30,000	120,000	41,734	- - -	- - -	- - -	- - -
Dunblane, Doune, and Callander -	70,000	20,000	90,000	42,992	1	- - -	- - -	- - -
Dundalk and Enniskillen - -	751,000	190,500	941,500	189,495	Nil	308,225 32,003 24,100	3 Nil 4	- - -
Dundee and Arbroath - - -	200,700	88,900	355,000	200,000	6 $\frac{1}{2}$	66,700	5	- - -
Dundee and Newtyle:—(Railway on Lease to the Dundee, Perth and Aberdeen Junction Railway Company).	140,000	30,000	170,000	111,050	1 $\frac{1}{2}$	- - -	- - -	- - -
Dundee, Perth and Aberdeen Junction.	650,000	216,599	866,599	299,507	1	290,037	5	- - -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£. 16,691	-	-	-	£. 16,691	-	-	
-	43,145	12,000 • 10,150	4 4	22,150	65,295	-	-	* Borrowed on personal security of the Directors; loan approved of by the Shareholders.
- Nil -	232,155	-	-	-	232,155	3,740	3,740	
-	61,040	10,350 19,045	4 ½ 5	29,395	91,035	-	-	
-	150,403	400 45,200 8,970 5,070	3 ½ 4 4 ½ 4 ½	59,700	210,163	5,000	5,000	
-	77,458	29,000	5	29,000	106,458	-	-	
-	40,500	-	-	-	40,500	-	-	
-	18,547	-	-	-	18,547	-	-	
-	193,826	79,000	5	79,900	273,816	-	-	
-	4,603	-	-	-	4,603	-	-	
-	2,833	-	-	-	2,833	-	-	
-	880,047	123,000 12,000	4 ½ 4	135,000	1,015,047	73,000	34,886	
4	878,030	25,000 31,768 39,350 89,174 1,000 30,800	3 4 4 ½ 4 ½ 4 ½ 5	211,093	1,089,189	50,000	22,050	
-	350,000	70,000	4	70,000	420,000	-	-	
-	137,747	74,050	5	74,050	211,797	-	-	
-	726,895	231,646	4 ½	231,646	958,541	-	-	
-	41,734	-	-	-	41,734	-	-	
-	42,902	9,150 5,800 5,050	4 4 ½ 4 ½	20,000	62,902	-	-	
-	643,823	114,112 41,414 34,897	4 5 4 ½	190,423	834,246	50,000	-	
-	206,700	75,825	4	75,825	342,525	-	-	
-	111,630	-	-	-	111,630	-	-	
-	590,144	77,000 29,196 107,803 1,000 1,000	4 4 ½ 4 ½ 4 ½ 5	216,509	785,743	-	-	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
East Anglian - - - -	1,370,000	270,100	1,650,000	1,033,006	- Nil -	53,705 9,780 119,926 70,086	5 7 6 7	- -
East Grinstead - - - -	50,000	10,000	60,000	50,000	2½ 16s.	- - -	- -	- -
East Lincolnshire:—(Railway on Lease to the Great Northern Railway Company, included in that Company's return).	—	—	—	—	—	—	—	—
East Somerset - - - -	135,000	38,300	173,300	60,810	- Nil -	31,505	- Nil -	- -
East Suffolk - - - -	1,020,000	340,000	1,360,000	729,202	6	- - -	- -	- -
Eastern Counties - - - -	10,196,232	3,305,270	13,501,502	5,833,070	2½ 0s.	2,830,830 887,917	5 6	39,534
Eastern Union - - - -	2,310,000	709,906	3,079,906	- No Return to the Order of the House.				
Eden Valley - - - -	136,000	45,000	180,000	101,253	- Nil -	- - -	- -	- -
Edinburgh and Bathgate:—(Railway on Lease to the Edinburgh and Glasgow Railway Company).	250,000	83,000	333,000	188,819	3½	- - -	- -	- -
Edinburgh and Glasgow - -	3,425,375	1,311,700	4,737,075	2,218,929	4½	150,000 275,000 450,000	5½ 5 4	62,550
Edinburgh, Perth, and Dundee -	2,553,200	1,837,299	4,390,559	1,280,783	5	647,720	4	281,464 069
Ely Valley - - - -	85,000	27,300	110,300	76,325	1s.	- - -	- -	- -
Eaniskillen and Bundoran - -	200,000	66,000	266,000	3,769	- - -	- - -	- -	- -
Epping - - - -	195,000	64,000	259,000	- No Return to the Order of the House.				
Exeter and Crediton - - -	105,000	34,999	139,999	70,000	- Nil -	20,000	5	- -
Exeter and Exmouth (1855) - -	80,000	16,000	96,000	36,756	- Nil -	14,238	5	- -
Faringdon - - - -	22,500	7,500	30,000	8,581	- - -	- - -	- -	- -
Fife and Kinross - - - -	110,000	36,000	146,000	45,320	- - -	- - -	- -	- -
Fladhorn - - - -	9,000	3,000	12,000	9,000	- Nil -	- - -	- -	- -
Finn Valley - - - -	60,000	20,000	80,000	18,910	- - -	- - -	- -	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
-	£. 1,287,713	£. 275,314	4 ½	£. 275,314	£. 1,563,027	£. 20,000	£. 12,000	
-	50,000	8,750 1,000	5 4 ½	9,750	59,750	—	—	
—	—	—	—	—	—	—	—	
-	98,211	34,080	5	34,080	132,291	—	—	
-	729,202	334,250 5,750	5 4 ½	340,000	1,069,202	—	—	
4	9,591,900	500 3,000 792,500 283,735 1,582,454 30,400 327,490 50,000	3 ½ 3 ½ 4 4 ½ 4 ½ 4 ½ 5 6	3,070,079	12,062,039	—	—	
-	101,253	38,303 1,200 4,100 250	4 ½ 4 ½ 4 ½ 4	43,853	145,106	—	—	
-	188,219	27,700 10,000 25,000	4 4 ½ 4 ½	62,700	251,519	—	—	
4	3,156,479	74,206 16,300 971,380 158,203 20,650	4 ½ 4 ½ 4 3 ½ 3 ½	1,246,739	4,403,218	217,000	80,000	
5 4 ½	2,210,036	8,000 313,627 777,352 33,000 22,143	4 4 ½ 4 ½ 4 ½ 5	1,154,722	3,365,358	—	—	
-	76,325	22,800	4 ½	22,800	99,125	—	—	
-	3,769	-	-	-	3,769	—	—	
-	90,000	13,950 8,450 3,100	5 4 ½ 4 ½	25,500	115,500	—	—	
-	50,994	16,600	5	16,600	67,594	—	—	
-	8,581	-	-	-	8,581	—	—	
-	45,328	5,000 19,250 2,950	4 4 ½ 5	27,200	72,528	—	—	
-	9,000	3,000	4 ½	3,000	12,000	—	—	
-	16,910	-	-	-	16,910	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Fleetwood, Preston, and West Riding Junction.	270,000	50,000	320,000	206,906	1	- - -	- -	- -
Forest of Dean Central - - -	80,000	26,000	106,000	30,500	Nil	- - -	- -	- -
Formartine and Buchan - - -	300,000	100,000	400,000	106,826	- - -	- - -	- -	- -
Forth and Clyde Junction - - -	102,000	64,000	256,000	106,373	Nil	55,000	4 ½	- -
Frome, Yeovil and Weymouth (in the Great Western Company's return).	—	—	—	—	—	—	—	—
Frosterly and Stanhope - - -	10,000	3,300	13,300	5,600	Nil	- - -	- -	- -
Furness - - - - -	470,000	130,033	600,033	296,665	8	170,000	5	- -
Garston and Liverpool:—(A Committee appointed by the Great Northern, and Manchester, Sheffield, and Lincolnshire Companies).	450,000	150,000	600,000	119,182	- - -	- - -	- -	- -
General Terminus and Glasgow Harbour.	250,000	83,332	333,332	159,308	3	- - -	- -	53,200
Glasgow and Milngavie Junction -	30,000	10,000	40,000	5,545	- - -	- - -	- -	- -
Glasgow and South Western - -	3,787,000	1,183,916	4,970,916	2,891,033	5	748,300	5	20,335
Glasgow, Dumbarton, and Helensburgh.	240,000	60,000	300,000	206,190	5 ½	- - -	- -	- -
Gloucester and Dean Forest:—(Railway on lease to the Great Western Railway Company).	254,000	83,470	337,470	254,000	5 ½	- - -	- -	- -
Great Northern - - - - -	9,053,000	3,106,143	12,159,143	4,796,737	5 ½	1,204,225 745,283 804,700 906,085 62,600	5 5 4 ½ 5 5	1,822,273
For the Hertford, Luton, and Dunstable Railway:								
Hertford Section - - -	75,000	30,000	105,000	55,000	- - -	20,000	4	- -
Luton Section - - -	120,000	55,000	175,000	70,000	- - -	50,000	5	- -
(East Lincolnshire) - - -	600,000	200,000	800,000	600,000	6	- - -	- -	- -
Great Northern and Western of Ireland.	404,000	134,000	538,000	275,362	2	- - -	- -	- -
Great North of England:—(In the return of the North Eastern Company).	—	—	—	—	—	—	—	—

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	206,986	0,000 14,756 2,800	5 4 ½ 4 ½	26,556	233,532	—	—	
-	39,500	20,036 1,623	5 4	21,658	61,108	—	—	
-	166,826	89,008	4 ½	89,008	256,524	—	—	
-	102,033	5,700 1,000 23,640 1,150 10,150 1,600	4 4 ½ 4 ½ 4 ½ 5 5 ½	43,240	305,273	—	—	
—	—	—	—	—	—	—	—	
-	5,600	500	4 ½	500	6,100	—	—	
-	466,665	5,300 4,500 112,938 8,063 8,260	4 4 ½ 4 ½ 4 ½ 5	138,961	605,626	10,000	10,000	
-	110,182	- - -	- - -	- - -	110,182	—	—	
4 ½	212,628	16,000	4 ½	16,000	228,628	—	—	
-	5,545	- - -	- - -	- - -	5,545	—	—	
4	3,669,268	1,040,804 54,050 50,189	4 3 ½ 3 ½	1,154,043	4,823,311	287,000	197,344	
-	206,180	3,100 38,060 4,000	5 4 3 ½	45,160	251,350	—	—	
-	254,000	24,300 800	4 ½ 4	25,000	279,000	25,000	25,000	
4	10,521,902	634,353 204,038 461,769 144,115 27,950	4 ½ 4 ½ 4 3 ½ 3 ½	1,472,225	11,994,127	415,000	51,361	
-	75,000	30,000	- -	30,000	105,000	—	—	
-	120,000	55,000	- -	55,000	175,000	—	—	
-	600,000	- - -	- -	- - -	600,000	—	—	
-	275,362	50,000	5	50,000	325,362	—	—	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions.				
	By Shares	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£	£	£.	£.		£.		£.
Great North of England, Clarence and Hartlepool Junction.	74,900	24,500	99,400	41,875	3	13,725 16,918	5 4½	-
Great North of Scotland - -	1,150,000	350,000	1,500,000	276,860	7½	291,000 301,612	7½ 4½	10,365
Great Southern and Western - -	5,330,635	452,965	5,783,600	3,537,000	5	1,329,084	4	-
Great Western - - - -	21,343,047	8,230,569	29,573,616	8,173,487 188,087	2-635 2-694	10,050 1,781,828 120,600 3,661,450 634,878 3,165,981 51,000 2,264,102 155,000 175,000	5 3½ 3½ 4 4½ 4½ 4½ 5 6 8	-
Great Western and Brentford - -	180,000	60,000	240,000	95,920	2	67,103	5	-
Hamilton and Strathaven - -	70,000	23,300	93,300	51,126	- Nil -	12,230	5	-
Hawthorncliffe and City - - -	180,000	60,000	240,000	-	-	-	-	-
Hampstead Junction - - - -	400,000	83,333	483,333	400,000	37. 16 s. 6 d.	-	-	-
Hayling - - - - -	50,000	16,600	66,600	- No Return to the Order of the House.				
Henley in Arden - - - - -	12,000	6,000	18,000	1,543	- - -	- - -	- - -	-
Hereford, Hay and Brecon - -	280,000	93,000	373,000	35,610	- - -	- - -	- - -	-
Hereford, Ross and Gloucester -	305,000	91,000	396,000	213,390	3	30,000	5	-
Horncastle - - - - -	48,000	13,000	61,000	47,070	3½	- - -	- - -	-
Horsham and Guildford Direct -	160,000	50,000	210,000	- No Return to the Order of the House.				
Hull and Holderness - - - -	120,000	33,000	153,000	105,767	3½	- - -	- - -	-
Hull and Selby:—(In the North Eastern Company's statement).	-	-	-	-	-	-	-	-
Inverness and Aberdeen Junction -	675,000	190,920	874,920	320,109	3½	44,430 59,243 117,295	5 6 4½	-
Inverness and Perth Junction -	654,000	218,000	872,000	40,007	- - -	- - -	- - -	-
Inverness and Ross-shire - -	245,000	71,000	316,000	114,506	- - -	- - -	- - -	-

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
- -	£. 72,518	- - -	- - -	- - -	£. 72,518	£. —	£. —	
4	900,927	1,000 2,600 5,550 318,655 10,100 830	5 4 ½ 4 ½ 4 3 ½ 3 ½	339,635	1,300,562	295,780	230,125	
- -	4,666,084	135,007 25,000 152,050 20,500	4 4 ½ 4 ½ 5	332,557	5,198,641	165,000	139,700	
- -	20,282,061	211,167 3,800 1,126,041 1,974,658 3,267,043 185,214 1,121,550	3 ½ 3 ½ 4 4 ½ 4 ½ 4 ½ 5	7,899,413	28,181,474	2,843,720	2,182,322	
- -	163,113	8,700 7,110 23,440	5 4 ½ 4 ½	30,259	202,372	—	—	
- -	63,356	- - -	- - -	- - -	63,356	—	—	
—	—	—	—	—	—	—	—	
- -	400,000	14,261 68,400	4 ½ 4 ½	82,661	482,661	—	—	
- -	1,543	- - -	- - -	- - -	1,543	—	—	
- -	35,610	- - -	- - -	- - -	35,610	—	—	
- -	243,390	10,580 41,350 23,400 15,610	4 4 ½ 4 ½ 5	91,000	334,390	—	—	
- -	47,970	13,000	4 ½	13,000	60,970	—	—	
- -	105,767	100 15,588 14,004 2,400	5 4 ½ 4 ½ 4	32,992	138,759	—	—	
—	—	—	—	—	—	—	—	
- -	541,105	19,430 60,415 2,428 67,742	5 4 ½ 4 ½ 4	189,015	730,120	75,000	32,500	
- -	40,967	- - -	- - -	- - -	40,967	—	—	
- -	114,506	30,820	4 ½	30,220	144,726	30,000	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Inverury and Old Meldrum Junction:—(Railway on lease to the Great North of Scotland Railway Company).	25,300	- - -	25,300	14,755	1 $\frac{1}{2}$	10,000	4 $\frac{1}{2}$	- -
Irish South Eastern - - -	264,000	88,000	352,000	234,503	1 $\frac{1}{2}$	- - -	- -	- -
Isle of Wight, Eastern Section -	125,000	41,000	166,000	4,707	- - -	- - -	- -	- -
Keith and Duftown - - -	75,000	16,000	91,000	32,400	- - -	- - -	- -	- -
Kendal and Windermere:—(Railway on lease to the Lancaster and Carlisle Railway Company).	175,000	56,000	231,000	- No Return to the Order of the House.				
Kensington Station, and North-west and South London Junction.	72,000	24,000	96,000	- No Return to the Order of the House.				
Kent Coast - - - - -	341,000	113,666	454,666	131,261	- - -	35,000	- -	- -
Kilkenny and Great Southern and Western.	225,000	75,000	300,000	- No Return to the Order of the House.				
Kilkenny Junction - - -	200,000	66,000	266,000	21,730	- - -	- - -	- -	- -
Kilmarnock and Troon:—(Railway on lease to the Glasgow and South Western Railway Company).	45,000	- - -	45,000	45,000	8 $\frac{1}{2}$	- - -	- -	- -
Kilrush and Kilkee, and Poulnasherry Reclamation.	60,000	20,000	80,000	562	- - -	- - -	- -	- -
Kirkcubright - - - -	60,000	20,000	80,000	3,943	- - -	- - -	- -	- -
Knighton - - - - -	66,000	22,000	88,000	48,415	2	- - -	- -	- -
Lancashire and Yorkshire - -	15,753,208	4,904,920	20,658,128	12,093,594	5 $\frac{1}{2}$	704,040 287,793 297,400 53,230 90,780 538,048 330,512 260,050	6 6 5 5 5 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5l. 3s. 10d.	- -
(Preston and Wyre Capital) -	708,000	- - -	708,000	708,000	7	- - -	- -	- -
Lancaster and Carlisle - - -	2,991,130	463,000	3,454,130	2,420,300	8 $\frac{1}{2}$	273,000	4 $\frac{1}{2}$	- -
Leeds and Bradford (in the Midland Return).	—	—	—	—	—	—	—	—
Leeds, Bradford, and Halifax Junction	545,000	175,000	720,000	469,978	6	- - -	- -	- -
Leominster and Kington - -	80,000	20,000	100,000	50,227	4	13,620	4 $\frac{1}{2}$	- -
Lezlie - - - - -	35,000	11,500	46,500	22,729	2	- - -	- -	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorized.	Capital Paid up.	
- -	£. 24,755	£. - - -	- - -	£. - - -	£. 24,755	£. —	£. —	
- -	234,503	19,850 11,000 52,400	4 4 ½ 5	83,250	317,843	50,000	50,300	
- -	4,707	- - -	- - -	- - -	4,707	—	—	
- -	32,400	16,303	5 ½	16,303	48,703	25,000	—	
- -	166,261	20,500 32,005	5 6	58,505	234,706	—	—	
- -	21,730	- - -	- - -	- - -	21,730	—	—	
- -	45,000	- - -	- - -	- - -	45,000	—	—	
- -	502	- - -	- - -	- - -	502	—	—	
- -	3,043	- - -	- - -	- - -	3,043	—	—	
- -	48,415	22,000	4 ½	22,000	70,415	—	—	
- -	14,745,537	100,200 127,040 540,829 944,854 2,716,896 1,500 71,750 13,000 1,500	5 4 ½ 4 ½ 4 ½ 4 3 ½ 3 ½ 3 ½ 3 ½	4,527,109	19,272,706	—	—	
- -	708,000	- - -	- - -	- - -	708,000	—	—	
- -	2,003,000	20,235 15,800 177,901	4 ½ 4 ½ 4	213,736	2,007,036	110,000	110,000	
—	—	—	—	—	—	—	—	
- -	403,978	34,830 106,532 14,000 600 1,290	4 4 ½ 4 ½ 4 ½ 5	157,861	627,839	—	—	
- -	72,847	26,000	4 ½	26,000	98,847	—	—	
- -	22,720	11,500	4 ½	11,500	34,220	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debtenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Letterkenny - - - - -	100,000	33,300	133,300	8,546	- - -	- - -	- - -	- - -
Leven and East of Fife - - -	112,000	28,800	140,800	22,098 Leven Stock. 31,500 East of Fife Stock.	8 3 ½	- - -	- - -	- - -
Limerick and Castletown - - -	62,000	20,333	82,333	35,694	- Nil -	- - -	- - -	- - -
Limerick and Ennis - - - -	150,000	75,000	225,000	91,668	- Nil -	12,325	- Nil -	- - -
Limerick and Foynes - - - -	175,000	43,300	218,300	97,160	- Nil -	28,487	- Nil -	- - -
Liskeard and Caradon - - - -	30,825	10,000	40,825	11,625	5	7,200	5	- - -
Liskeard and Looe Union Canal -	26,000	14,000	40,000	17,290	5	- - -	- - -	- - -
Llanelli Railway and Dock - -	634,000	210,900	844,900	199,080	1	63,500 8,600	5 6	- - -
Llangollen and Corwen - - - -	90,000	30,000	120,000	8,058	1	- - -	- - -	- - -
Llanidloes and Newtown - - -	180,000	20,000	200,000	80,000	5	35,000	5	- - -
Llantrissant and Taff Vale Junction	40,000	13,000	53,000	11,525	- - -	- - -	- - -	- - -
Llynvi Valley - - - - -	200,000	60,600	260,600	69,080	4	130,845	5	- - -
London and Blackwall - - - -	1,726,000	573,000	2,299,000	1,538,251	3 ½ 15 s.	- - -	- - -	- - -
(For the London, Tilbury, and Southend Railway).	436,000	140,000	576,000	650,628	6	- - -	- - -	- - -
London and Greenwich:—(Railway on lease to the South Eastern Railway Company).	700,000	233,300	933,300	550,000	2 ½ 8 s. 9 d.	210,000	5	-
London and North Western - -	30,174,000	12,733,350	42,907,410	25,224,340	4 ½	270,000	5	1,446,787 312,830
London and South Western - -	8,660,326	3,828,966	12,497,092	7,200,256	4 ½	170,000 14,400 980,199 15,000	7 5 4 ½ 4	358,084

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
- -	8,546	- - -	- - -	- - -	8,546	-	-	
- -	54,498	500 5,100 3,000 7,000	5 4 1/2 4 1/2 4	15,600	70,098	-	-	
- -	35,094	6,500	5	6,500	42,194	-	-	
- -	103,993	27,780 47,200	4 5	74,980	178,073	-	-	
- -	125,047	33,000 10,300	4 6	43,300	168,047	5,000	-	
- -	18,825	4,000 3,000	5 4 1/2	7,000	25,825	-	-	
- -	17,290	4,000	4 1/2	4,000	21,290	-	-	
- -	271,840	52,002 3,000 10,800 8,800	5 4 1/2 4 1/2 4	76,102	347,942	-	-	
- -	8,058	- - -	- - -	- - -	8,058	-	-	
- -	115,000	20,000	5	20,000	135,000	95,000	10,000	
- -	11,525	- - -	- - -	- - -	11,525	-	-	
- -	199,925	1,200 24,950 3,100 36,000	4 4 1/2 4 1/2 5	65,250	265,175	-	-	
- -	1,698,251	1,500 80,720 44,800 123,320 60,000 60,150 95,500	3 1/2 4 4 1/2 4 1/2 4 1/2 5 4 1/2	474,920	2,013,241	-	-	
- -	650,028	23,100 22,400 104,500	4 1/2 4 1/2 5	150,000	800,028	- - -	- - -	--The total authorised capital is 825,000 <i>l.</i> , of which 276,000 <i>l.</i> is included in the capital of the Eastern Counties Company, the joint owners of the railway.
- -	760,000	233,400	4	233,400	993,400	-	-	
4 3 1/2	27,253,900	546,775 2,026,511 634,423 5,938,996 249,878 20,000 2,000 700	4 1/2 4 1/2 4 1/2 4 1/2 3 1/2 3 1/2 3 1/2 3	10,349,283	37,003,240	6,135,250	6,135,250	
4	8,728,420	2,800 40,120 1,796,930 238,367 1,253,529 20,000 56,500 60,955 100,200 7,200	3 1/2 3 1/2 4 4 1/2 4 1/2 4 1/2 4 1/2 5 5 1/2 6	3,586,361	12,315,190	570,783	570,783	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debtenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
London, Brighton and South Coast -	7,976,500	2,647,500	10,624,000	4,020,000	6	220,000 411,177 893,200 1,357,487 363,900	7 6 5 4½ 4	754,706
London, Chatham, and Dover -	4,541,500	1,402,000	6,034,100	1,070,638	- Nil -	2,000,273	- Nil -	- -
London Railway Depot and Store-houses.	50,000	16,000	66,000	- No Return to the Order of the House.				
Londonderry and Coleraine - -	515,000	166,866	681,666	176,050	- Nil -	140,522	- Nil -	- -
Londonderry and Enniskillen:— (Railway on lease to the Dundalk and Enniskillen Railway Company).	455,000	150,000	605,000	129,200	- - -	31,850 250,496 43,112	6 4½ - Nil.	5,610
Londonderry and Lough Swilly -	60,000	19,000	79,600	6,780	- - -	- - -	- - -	- -
Lowestoft Railway and Harbour (in the Norfolk Company's Return).	—	—	—	—	—	—	—	—
Ludlow and Cleve Hill - - -	30,000	10,000	40,000	—	—	—	—	—
Lymington - - - - -	34,000	7,000	41,000	22,140	- Nil -	10,732	5½	- -
Lynn and Hunstanton - - -	60,000	20,000	80,000	11,816	- - -	- - -	- - -	- -
Lynn and Sutton Bridge - -	100,000	35,000	135,000	—	—	—	—	—
Manchester and Milford - -	555,000	185,000	740,000	15,700	- - -	- - -	- - -	- -
Manchester, Buxton, Matlock, and Midlands Junction.	453,750	151,250	605,000	436,769	2½. 8s. 6d.	- - -	- - -	- -
Manchester, Sheffield, and Lincolnshire.	8,455,408	2,754,200	11,209,608	4,090,732	1	1,996,100 366,698 174,968	6 3½ 4½	79,506
Marlborough - - - - -	45,000	15,000	60,000	- No Return to the Order of the House.				
Marple, New Mills, and Hayfield Junction.	150,000	50,000	200,000	695	- - -	- - -	- - -	- -
Maryport and Carlisle - - -	420,000	135,000	555,000	167,175	7	252,825	6½	- -
Maybole and Girvan - - -	113,000	37,000	150,000	66,809	- Nil -	44,850	3½	- -
Merthyr, Tredegar, and Abergavenny	150,000	49,900	199,900	77,498	- Nil -	- - -	- - -	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorized.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
4	8,610,470	20,050 333,190 176,000 902,175 34,400 2,500	5 4 ½ 4 ½ 4 3 ½ 3 ½	1,537,315	10,147,785	50,000	50,000	
-	3,100,911	371,030 4,000 2,000 988,516	5 5 ½ 5 ½ 6	1,365,546	4,526,457	—	—	
-	322,572	60,277 5,300 76,969	4 4 ½ 5	151,540	474,112	—	—	
5	460,268	37,029 225 1,100 105,300	4 4 ½ 4 ½ 5	143,654	603,922	—	—	
-	0,780	-	-	-	0,780	—	—	
-	—	—	—	—	—	—	—	
-	—	—	—	—	—	—	—	
-	32,872	4,500 1,500 1,000	5 4 ½ 4 ½	7,000	39,872	—	—	
-	11,816	-	-	-	11,816	—	—	
-	—	—	—	—	—	—	—	
-	15,709	-	-	-	15,709	—	—	
-	436,769	22,002 41,426 37,400 7,700	4 4 ½ 4 ½ 4 ½	109,128	545,897	—	—	
4	6,710,183	5,200 65,880 1,414,781 847,774 62,516 156,395	3 ½ 4 4 ½ 4 ½ 4 ½ 5	2,552,546	9,262,729	325,000	160,144	
-	595	-	-	-	595	—	—	
-	420,000	4,500 29,800 6,126 95,358 1,100	4 ½ 4 ½ 4 ½ 4 3 ½	136,884	556,884	—	—	
-	111,668	14,900 5,800 1,000 2,950 10,950	5 4 ½ 4 ½ 4 ½ 4	35,600	147,268	—	—	
-	77,408	24,255	5	24,255	101,753	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Metropolitan - - - - -	1,150,000	383,000	1,533,000	712,158	- Nil -	- - -	- - -	- - -
Finsbury Extension (separate Capital).	500,000	166,000	666,000	—	—	—	—	—
Mid-Kent - - - - -	80,000	25,000	105,000	79,785	4	- - -	- - -	- - -
Mid-Kent (Bromley to St. Mary Cray).	70,000	23,000	93,000	61,550	3	- - -	- - -	- - -
Midland - - - - -	19,021,807	5,007,500	24,029,307	9,714,019 978,533 9,650	6 $\frac{1}{2}$ 5 $\frac{1}{2}$ cancelled shares.	140,000 170,000 1,040,002 1,838,050 2,475,000	8 6 $\frac{1}{2}$ 6 4 $\frac{1}{2}$ 4	520,055
Midland Counties and Shannon Junction.	115,000	38,300	153,300	7,855	- - -	- - -	- - -	- - -
Midland Great Western of Ireland -	2,778,353	1,000,866	3,787,000	1,878,925	5	- - -	- - -	- - -
Mid-Sussex and Midhurst Junction -	70,000	90,000	90,000	55,040	- - -	- - -	- - -	- - -
Mid-Wales - - - - -	410,000	136,000	546,000	175,942	- Nil -	- - -	- - -	- - -
Milford - - - - -	60,000	20,000	80,000	53,000	- - -	- - -	- - -	- - -
Milford Haven Dock and Railway -	140,000	46,000	186,000	- - -	- - -	- - -	- - -	- - -
Mold and Denbigh Junction - -	125,000	41,000	166,000	—	—	—	—	—
Monkland - - - - -	828,000	275,206	1,103,206	554,204	5 $\frac{1}{2}$	55,000 40,000 14,746 4,125	6 5 5 4 $\frac{1}{2}$	1,000
(Slamannan and Borrowston- ness Stock.)	105,000	35,000	140,000	10,500	- - -	- - -	- - -	- - -
Monmouthshire Railway and Canal -	925,000	300,000	1,225,000	519,009	5 $\frac{1}{2}$	315,000	5	- - -
Montrose and Bervie - - - -	70,000	23,000	93,000	6,798	- - -	- - -	- - -	- - -
Morayshire - - - - -	114,700	38,133	152,833	43,053	- Nil -	38,775	5	- - -
Much Wenlock and Severn Junction	34,000	8,000	42,000	- No Return to the Order of the House.				

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	712,156	7,110 133,930	5 6	141,040	853,198	—	—	
—	—	—	—	—	—	—	—	
-	79,785	11,000 9,000	5 4½	20,000	99,785	—	—	
-	61,550	21,500 1,500	4½ 5	23,000	84,550	—	—	
4	17,796,113	1,000 5,000 410,398 229,058 3,151,467 177,342 22,800	5 4½ 4½ 4½ 4 3½ 3½	3,997,965	21,794,074	484,500	293,625	
-	7,855	-	-	-	7,855	—	—	
-	1,878,925	96,925 26,900 235,527 11,500 82,204	4 4½ 4½ 4½ 5	453,056	-	153,333	112,910	
		493,907 Public Works Loan.	3½	493,907	2,961,748	—	—	
		135,860 Royal Canal Mortgage.	4½	135,860				
-	55,040	20,000	-	20,000	75,040	—	—	
-	175,942	18,000	5	18,000	194,842	—	—	
-	53,000	-	-	-	53,000	—	—	
-	-	-	-	-	-	-	-	- - The Honorary Secretary, in a letter dated 16 June 1862, writes that the Company is not yet formed.
—	—	—	—	—	—	—	—	
4	989,075	1,440 8,791 189,395 2,600	4½ 4½ 4 3½	202,426	871,501	—	—	
-	10,500	-	-	-	10,500	—	—	
-	834,089	530 75,738 42,706 122,950 33,076	3½ 4 4½ 4½ 5	275,000	1,109,089	40,000	36,000	
-	6,798	-	-	-	6,798	—	—	
-	82,728	25,000 4,580 1,500 450	4½ 5 4½ 4	31,530	114,258	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Nantwich and Market Drayton -	90,000	20,000	80,000	11,608	- - -	- - -	- - -	- - -
Newcastle-upon-Tyne and Carlisle -	1,535,000	465,000	2,000,000	1,155,000	6 $\frac{1}{2}$	150,000 165,000	6 $\frac{1}{2}$ 4 $\frac{1}{2}$	400
Newmarket - - - - -	350,000	116,000	466,000	350,000	- - -	- - -	- - -	- - -
	To Chesterford and Cambridge.							
	168,750	56,250	225,000	142,495	5	-	- -	- -
	Bury Extension on Lease to the Eastern Counties Company.							
Newry and Armagh - - -	248,100	78,000	326,100	50,000	- - -	64,847	- - -	- - -
Newry, Warrenpoint, and Rostrevor	120,000	30,000	150,000	100,000	1	12,900 7,100	6 6 $\frac{1}{2}$	- - -
Newtown and Machynlleth - -	150,000	50,000	200,000	92,945	- - -	- - -	- - -	- - -
Norfolk - - - - -	1,679,480	579,400	2,258,880	906,000	5	351,670 105,000	5 5 $\frac{1}{2}$	451,535
(Lowestoft Capital) - -	240,000	80,000	320,000	- - -	- - -	120,000 120,000	4 6	- - -
Northampton and Banbury:—(In the London and North Western Company's Return).	—	—	—	—	—	—	—	—
North and South Western Junction	80,000	25,000	105,000	79,892	5 $\frac{1}{2}$	- - -	- - -	- - -
Northern and Eastern:—(In the Eastern Counties Company's Return).	—	—	—	—	—	—	—	—
North British - - - - -	4,590,532	1,512,556	6,103,088	2,728,325	3	1,295,314 352,627 30,580	5 5 $\frac{1}{2}$ 4	15,244
North Devon Railway and Dock -	621,000	207,100	828,100	293,367 34,065	10 s. 9 d. Nil.	38,512	6	- - -
North Eastern - - - - -	20,167,057	6,460,330	26,626,387	7,268,658 3,219,020 1,393,872 159,801 50,000	5 $\frac{1}{2}$ 4 $\frac{1}{2}$ 2 $\frac{1}{2}$ Nil 4	440,570 306,570 89,328 1,006,720 1,646,304 31,650	8 6 5 4 $\frac{1}{2}$ 4 3 $\frac{1}{2}$	100,269
North London - - - - -	2,225,000	640,000	2,865,000	1,049,850	5 $\frac{1}{2}$	26,720	- - -	1,500
North Staffordshire - - -	4,270,000	1,450,000	5,820,000	2,826,372	3 $\frac{1}{2}$	1,170,000 Purchase of Trent and Mersey Canal.	5	- - -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorized.	Capital Paid up.	
-	£. 11,608	£. -	-	£. -	£. 11,608	£. -	£. -	
4	1,460,400	17,612 186,054 29,300 182,140	4 ½ 4 ½ 4 ½ 4	415,106	1,875,506	-	-	
-	350,000	116,666	-	116,666	466,666	-	-	- - Sold to the Eastern Counties Company for 210,000L., who also pay interest on the Debenture Debt of 116,666L.
-	142,425	-	-	-	142,425	-	-	
-	114,847	12,000	5	12,000	126,847	-	-	
-	120,000	500 400 38,575	4 4 ½ 5	39,475	159,475	-	-	
-	92,945	49,698	5	49,698	142,643	-	-	
4	1,904,895	21,115 6,000 52,395	4 4 ½ 4 ½	79,510	1,984,405	-	30,000 to the Wells and Fakenham Railway with- out Parliamen- tary authority, but with the full authority of the Pro- prietors.	
-	240,000	-	-	-	240,000	-	-	
-	-	-	-	-	-	-	-	
-	79,892	5,900 17,000 516	4 ½ 4 ½ 4	23,416	103,308	-	-	
-	-	-	-	-	-	-	-	
4	4,422,000	150,942 898,025 404,231 1,100	3 ½ 4 4 ½ 5	1,454,898	5,876,998	50,000	-	
-	300,544	92,100 11,150 27,496	5 4 ½ 4 ½	130,746	497,290	-	-	
4	16,323,762	3,085 210,398 774,200 1,111,660 4,133,813 114,464 10,000	5 4 ½ 4 ½ 4 ½ 4 ½ 3 ½ 3 ½	6,357,500	22,681,322	179,370	127,807	
4	1,078,070	6,500 64,300 106,800 3,000 94,975 98,450	5 4 ½ 4 ½ 4 ½ 4 ½ 4	372,025	1,450,095	-	-	
-	3,906,372	120,550 277,280 393,011 657,491	4 ½ 4 ½ 4 ½ 4	1,448,332	5,444,704	-	-	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
North Union:—(Railway on Lease to the London and North Western, and Lancashire and Yorkshire Companies).	739,201	376,500	1,115,701	739,201	8 $\frac{1}{2}$	- - -	- -	- -
North Western - - - -	1,412,609	346,691	1,759,300	785,560	2 $\frac{1}{2}$	120,285	5	- -
Norwich and Spalding - -	170,000	56,000	226,000	85,266	- Nil	- - -	- -	- -
Nottingham and Grantham Railway and Canal:—(Railway and Canal on Lease to Great Northern Railway Company).	1,075,000	358,333	1,433,333	1,011,974	3 $\frac{1}{2}$	- - -	- -	- -
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,000	186,000	84,950	- Nil	36,000	4 $\frac{1}{2}$	- -
Oswestry and Newtown - -	530,000	141,330	671,330	228,952	4 $\frac{1}{2}$	109,970	5	- -
Oswestry, Ellesmere, and Whitchurch.	150,000	50,000	200,000	22,688	- - -	- - -	- -	- -
Parsonstown and Portumna Bridge	65,000	21,000	86,000	4,231	- - -	- - -	- -	- -
Peebles:—(Railway on Lease to North British Railway Company).	97,000	32,000	129,000	70,000	5	27,000	5	- -
Pembroke and Tenby - - -	80,000	26,600	106,600	676	- - -	- - -	- -	- -
Penarth Harbour, Dock and Railway.	622,000	207,000	829,000	246,674	- $\frac{1}{2}$	- - -	- -	- -
Perth, Almond Valley, and Methven	25,000	8,000	33,000	17,000	2 $\frac{1}{2}$	- - -	- -	- -
Perth and Dunkeld - - -	80,000	20,000	100,000	66,175	2 $\frac{1}{2}$	- - -	- -	- -
Petersfield - - - - -	100,000	30,000	130,000	25,426	- - -	- - -	- -	- -
Portadown, Dungannon and Omagh Junction:—(Railway on Lease to Ulster Railway Company).	395,775	131,385	527,160	247,632	- Nil	66,545	6	- -
Portpatrick - - - - -	400,000	150,000	610,000	371,645	- Nil	- - -	- -	- -
Portsmouth - - - - -	400,000	133,000	533,000	349,980	- - Annuity granted by the London and South Western Company by way of purchase of the Portsmouth Railway.	- - -	- -	- -
Port Carlisle Dock and Railway -	145,000	73,537	219,137	70,000	- Nil	35,000 5,230 Railway Capital.	5 5 $\frac{1}{2}$	- -
Preston and Longridge:—(Railway on Lease to the Fleetwood, Preston, and West Riding Junction Company).	-	-	-	-	-	-	-	-

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorized.	Capital Paid up.	
- -	£. 730,201	£. 301,641 10,000 99,800 40,350 14,500 900	4 4 ½ 4 ½ 4 ½ 4 ½ 5	£. 300,401	£. 1,135,092	£. —	£. —	
- -	911,845	9,765 35,030 18,050 197,940	5 4 ½ 4 ½ 4	260,725	1,172,570	—	—	
- -	85,200	9,800 31,813	4 ½ 5	41,413	120,679	—	—	
- -	1,011,974	- - -	- - -	- - -	1,011,974	—	—	
- -	120,950	- - -	- - -	- - -	120,950	—	—	
- -	428,922	111,320	5	111,320	540,252	105,000	46,000	
- -	22,688	- - -	- - -	- - -	22,688	—	—	
- -	4,231	- - -	- - -	- - -	4,231	—	—	
- -	97,000	30,791 1,200	4 5	31,991	128,991	—	—	
- -	676	- - -	- - -	- - -	676	—	—	
- -	246,674	3,000 12,000 30,000 32,400	4 4 ½ 4 ½ 5	77,400	324,074	—	—	
- -	17,000	200 7,500 300	5 4 ½ 4	8,000	25,000	—	—	
- -	66,175	20,000	4	20,000	86,175	—	—	
- -	25,426	- - -	- - -	- - -	25,426	—	—	
- -	314,177	23,824 23,238 30,000 23,497	4 4 ½ 5 6	106,559	420,736	—	—	
- -	371,645	140,500	4 ½	140,500	511,145	—	—	
- -	349,980	- - -	- - -	- - -	349,980	—	—	
- -	110,830	73,537	5	73,537	184,377	—	—	
-	—	—	—	—	—	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Ramsey - - - - -	30,000	10,000	40,000	524	- - -	- - -	- - -	- - -
Rathkeale and Newcastle Junction -	—	—	—	—	—	—	—	—
Redditch - - - - -	35,000	11,500	46,500	28,431	- Nil -	- - -	- - -	- - -
Rhymney -	441,000	147,000	588,000	190,130	- Nil -	50,476 13,960	5 6	- - -
Ringwood, Christchurch, and Bournemouth.	45,000	15,000	60,000	32,999	- - -	- - -	- - -	- - -
Royston and Hitchin:—(Railway on Lease to the Great Northern Company).	346,666	115,466	462,132	266,675	6	- - -	- - -	- - -
Ramney -	100,000	33,000	133,000	47,100	- - -	- - -	- - -	- - -
St. Andrew's - - - -	21,000	7,000	28,000	21,000	4½	- - -	- - -	- - -
St. George's Harbour - - -	70,000	20,500	90,500	45,479	- Nil -	18,500	- Nil -	- - -
St. Helen's Canal and Railway -	1,059,000	353,000	1,412,000	334,000	2½	174,770 334,960 206,015	4½ 5 6	- - -
Saffron Walden - - - -	25,000	8,000	33,000	858	- - -	- - -	- - -	- - -
Salisbury and Dorset Junction -	160,000	53,300	213,300	—	—	—	—	—
Salisbury and Yeovil - - -	550,000	182,833	732,833	321,997	4½	95,703	5	- - -
Salisbury Railway and Market House	12,000	3,000	15,000	11,862	- Nil -	- - -	- - -	- - -
Saundersfoot Railway and Harbour -	29,500	12,000	41,500	17,500	- Nil -	- - -	- - -	- - -
Scottish Central - - - -	1,368,400	460,000	1,848,400	1,045,000	6½	343,400	4½	230,180
Scottish North Eastern - - -	1,996,492	743,000	2,739,492	829,850 600,000	1 5	276,239 150,000 136,825	6 7 9½	76,128
Sevenoaks - - - - -	120,000	40,000	160,000	93,276	- Nil -	- - -	- - -	- - -
Severn Valley - - - - -	480,000	160,000	640,000	357,961	- Nil -	- - -	- - -	- - -
Shrewsbury and Hereford - -	675,000	225,000	900,000	457,455 15,757 Payments in advance of Calls.	6 4½	50,000	4½	35,565
Shrewsbury and Welchpool - -	192,000	54,000	246,000	153,708	- Nil -	29,220	- Nil -	- - -
Shropshire Union Railways and Canal:—(Railways on Lease to the London and North Western Company).	1,072,500 Railway Capital. 480,064 Canal Capital.	- - - 814,207	- - - 2,306,771	1,060,574	- - -	- - -	- - -	- - -
				480,064	2½	- - -	- - -	- - -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subsisting Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
- -	£ 524	£ -	- -	£ -	£ 524	£ -	£ -	
-	-	-	-	-	-	-	-	
- -	28,431	11,500	5	11,500	30,931	-	-	
- -	253,808	66,250 4,350 26,280	5 4 1/2 4 1/2	96,830	350,696	-	-	
- -	32,000	12,120	5	12,120	45,110	-	-	
- -	206,075	-	-	-	206,075	-	-	
- -	47,100	20,000	5	20,000	67,100	-	-	
- -	21,000	5,300	4	5,300	26,300	-	-	
- -	63,979	14,100 1,500 3,000	5 5 1/2 6	18,600	82,579	-	-	
- -	1,049,745	7,100 76,008 106,627 3,000 131,242	4 4 1/2 4 1/2 4 1/2 5	223,977	1,373,722	-	-	
- -	858	-	-	-	858	-	-	
-	-	-	-	-	-	-	-	
- -	417,700	95,000 31,000 3,300	4 4 1/2 5	130,300	547,000	-	-	
- -	11,852	1,500 2,000	5 4 1/2	3,500	15,352	-	-	
- -	17,500	8,000	5	8,000	25,500	-	-	
4	1,618,580	12,165 212,632 700 13,050	3 1/2 4 4 1/2 4 1/2	238,537	1,857,117 *	13,400	13,400	* The excess is caused by the issue of Debenture Stock in anticipation of repayment of Loans.
4	2,000,042	1,000 7,758 382,270 215,000 50,755 3,000	3 1/2 3 1/2 4 4 1/2 4 1/2 4 1/2	600,782	2,720,824	7,000	7,000	
- -	93,276	40,000	6	40,000	133,276	-	-	
- -	357,961	151,721	5	151,721	509,882	-	-	
4	558,777	163,745	4.48	163,745	722,522	5,000	5,000	
- -	182,998	54,000	5	54,000	236,998	-	-	
- -	-	8,070 65,000	5 4 1/2	73,070	2,213,418	-	-	
- -	1,530,636	386,787 72,050	4 1/2 4 1/2	458,837				
- -	-	150,273	4	150,273				

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Birhowy - - - - -	105,000	35,000	140,000	86,250	7	- - -	- -	- -
Sittingbourne and Sheerness - -	150,000	49,800	199,800	48,908	- - -	48,900	- -	- -
Somerset Central - - - - -	422,000	173,000	595,000	188,977	2	27,480	4½	- -
Southampton and Netley - -	48,000	16,000	64,000	—	—	—	—	—
South Devon - - - - -	1,839,550	605,066	2,445,216	1,469,425	1½	100,000 247,290	4½ 5	80,875 45,305
South Devon and Tavistock - -	190,000	63,300	253,300	152,200	1 l. 14 s.	31,405	6	- -
South Durham and Lancashire Union	400,000	133,000	533,000	352,296	4	- - -	- -	- -
South Eastern - - - - -	8,149,533	4,967,842	13,117,375	7,805,195	4 l. 11 s. 8 d.	1,249,515 496,067	4½ 5	57,310
(Reading, Guildford, and Reigate)	800,000	- -	800,000	800,000	5½	- - -	- -	- -
South Leicestershire - - -	195,000	64,000	259,000	63,880	- - -	- - -	- -	- -
South Staffordshire :—(Railway on Lease to London and North Western Company).	1,202,000	398,000	1,600,000	944,935	4½	29,772	5	- -
South Wales - - - - -	3,680,000	1,226,000	4,906,000	2,452,974	2½	160,900 586,087 311,764	4 4½ 5	8,600
South Wales Mineral - - -	115,000	38,000	153,000	52,095	- - -	- - -	- -	- -
South Yorkshire and River Dun -	1,190,000	376,625	1,566,625	608,400	4½	64,800 196,620	4 5	- -
Staines, Wokingham and Woking :—(Railway on Lease to the London and South Western Company).	340,000	103,000	443,000	251,173	- Nil -	50,000	5	- -
Stamford and Essendine - - -	70,000	21,000	91,000	46,500	- Nil -	18,500	- Nil -	- -
Stockport and Woodley Junction -	60,000	20,000	80,000	37,908	- - -	- - -	- -	- -
Stockport, Disley and Whaley Bridge	385,000	126,800	511,800	240,690	2 l. 3 s. 9 d.	20,005	4½	- -
Stockport, Timperley, and Altrincham Junction.	150,000	50,000	200,000	17,812	- - -	- - -	- -	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	86,250	15,000	5	15,000	101,250	—	—	
-	97,808	24,750 12,000	5 6	36,750	134,618	—	—	
-	216,457	120,300 48,410	5 4½	168,800	385,257	62,000	—	
—	—	—	—	—	—	—	—	
4 4½	1,042,985	500 104,865 10,550 240,405 73,200	3½ 4 4½ 4½ 5	438,410	2,351,305	75,500	75,500	
-	163,005	29,020 27,240 6,200	5 4½ 4	63,000	246,005	—	—	
-	352,296	1,400 89,571 40,398 1,050	5 4½ 4½ 4	132,417	484,713	—	—	
4	9,008,987	10,580 1,522,869 383,910 760,973 77,300 61,220	3½ 4 4½ 4½ 4½ 5	2,816,852	12,425,539	900,000	613,157	
-	800,000	-	-	-	800,000	—	—	
-	63,889	34,000	4½	34,000	97,889	—	—	
-	974,707	4,085 293,850 50,050 6,800	5 4½ 4½ 4	354,705	1,329,472	—	—	
4	3,479,915	25,000 62,950 550,745 279,972 299,850 6,100	5 4½ 4½ 4½ 4 3½	1,224,617	4,704,532	147,780	142,780	
-	52,095	27,150	5	27,150	79,245	—	—	
-	860,880	48,863 180,305 90,450 14,350 9,650	4 4½ 4½ 4½ 5	343,618	1,213,498	10,000	10,000	
-	301,173	5,900 5,600 78,500	5 4½ 4½	90,000	391,173	—	—	
-	65,000	20,800 200	5 4½	21,000	86,000	—	—	
-	37,908	-	-	-	37,908	—	—	
-	200,715	27,250 20,000 2,200	4½ 4½ 5	49,450	310,165	—	—	
-	17,812	-	-	-	17,812	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debtenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Stockton and Darlington - -	3,500,000	574,595	4,074,595	1,199,844	8 $\frac{1}{2}$	450,000 1,050,000	5 6	- -
Stockton and Darlington and Newcastle and Carlisle Union.	100,000	33,000	133,000	- No Return to the Order of the House.				
Stokes Bay Railway and Pier -	40,000	13,000	53,000	17,254	- Nil -	13,300	5	- -
Stourbridge - - - - -	200,000	66,000	266,000	29,085	- - -	- - -	- -	- -
Stratford-upon-Avon - - -	82,500	26,700	109,200	62,007	1 $\frac{1}{2}$	3,570	5	- -
Strathspey - - - - -	270,000	90,000	360,000	—	—	—	—	—
Swansea and Neath - - -	120,000	40,000	160,000	—	—	—	—	—
Swansea Vale - - - - -	213,000	71,000	284,000	117,028	- Nil -	33,000	6	- -
Taff Vale - - - - -	1,425,000	437,000	1,862,000	847,948	8 $\frac{1}{2}$	165,000 120,000	8 $\frac{1}{2}$ 4 $\frac{1}{2}$	36,197
Tenbury - - - - -	30,000	10,000	40,000	23,830	- - -	- - -	- -	- -
Tenbury and Bewdley - - -	120,000	40,000	160,000	11,047	- - -	- - -	- -	- -
Tewkesbury and Malvern - -	145,000	48,000	193,000	66,070	- Nil -	- - -	- -	- -
Trent, Ancholme, and Grimsby -	120,000	40,000	160,000	56,000	- Nil -	- - -	- -	- -
Ulster - - - - -	1,030,000	300,000	1,330,000	949,782 166,659	5 $\frac{1}{2}$ 3	- - -	- -	36,800
Wilverstone and Lancaster - -	370,000	123,333	493,333	208,000	5	- - -	- -	- -
Uxbridge and Rickmansworth -	70,000	23,300	93,300	—	—	—	—	—
Vale of Clwyd - - - - -	110,000	20,000	130,000	59,212	4 $\frac{1}{2}$	- - -	- -	20,300
Vale of Llangollen - - - -	45,000	15,000	60,000	26,496	- Nil -	- - -	- -	- -
Vale of Neath - - - - -	981,000	288,333	1,269,333	673,020	3 $\frac{1}{2}$	105,312	5	- -
Vale of Towy (Railway on Lease to the Llanelly Railway Company).	60,000	18,000	78,000	50,807	- Nil -	- - -	- -	- -
Victoria Station and Pimlico - -	413,500	137,500	551,000	225,000	3	- - -	- -	- -
Wansbeck - - - - -	120,000	40,000	160,000	50,000	- Nil -	- - -	- -	- -
Ware, Hadham, and Buntingford -	50,000	16,000	66,000	48,416	- - -	- - -	- -	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
	£.	£.		£.	£.	£.	£.	
-	2,000,844	210,552 184,788 102,830 400 27,000 49,023	4 4½ 4½ 4½ 4½ 5	574,593	3,274,437	—	—	
-	30,554	13,000	5	13,000	43,554	—	—	
-	20,685	-	-	-	20,685	—	—	
-	66,177	20,550 450	5 4½	21,000	87,177	—	—	
-	—	—	—	—	—	—	—	
-	—	—	—	—	—	—	—	
-	150,628	60,000	5	60,000	210,628	—	—	
4	1,168,445	449 152,845 7,500 67,528 1,000	3½ 4 4½ 4½ 5	220,920	1,398,365	30,000	Nil.	
-	23,830	3,020	4½	3,020	26,850	—	—	
-	11,047	-	-	-	11,047	—	—	
-	96,070	44,070	5	44,070	141,140	—	—	
-	56,000	-	-	-	56,000	—	—	
4	955,331	180,705 5,350 19,098 500	4 4½ 4½ 4½	205,453	1,160,784	115,000	53,075	
-	208,000	64,637 34,050	4½ 5	98,687	306,687	—	—	
-	—	—	—	—	—	—	—	
4½	70,212	27,192	4½	27,192	106,404	—	—	
-	26,406	15,000	4½	15,000	41,406	—	—	
-	770,232	124,650 15,000 132,455 14,400 7,700 500	5 4½ 4½ 4½ 4 3½	394,505	1,073,737	120,000	16,000	
-	50,807	18,000	5	18,000	68,807	—	—	
-	225,000	37,500 167,760	4 4½	205,260	430,260	-	-	- - The excess of the debenture debt will be paid off as the bonds fall due, by the creation of preference shares.
-	50,000	-	-	-	50,000	—	—	
-	48,416	8,056	5	8,056	56,472	—	—	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Waterford and Kilkenny:—(Railway on Lease to Waterford and Limerick Railway Company).	450,000	140,000	590,000	250,000	- Nil -	106,885	1 ½	48,021
Waterford and Limerick - -	990,000	314,100	1,244,100	501,712	1 ½	1,100 247,100 25,050 79,800	4 ½ 5 5 6	500
Waterford and Tramore - - -	58,000	10,350	77,350	48,000	- Nil -	10,000	5	- -
Watford and Rickmansworth - -	40,000	13,000	53,000	22,115	- - -	- - -	- - -	- -
Waveney Valley - - - -	120,000	40,000	160,000	- No Return to the Order of the House.				
Wellington and Severn Junction -	60,000	10,000	70,000	52,282	4 ½	- - -	- - -	- -
Wells and Fakenham - - -	73,800	24,200	98,000	69,946	- Nil -	- - -	- - -	- -
Wenlock - - - - -	125,000	41,500	166,500	- No Return to the Order of the House.				
West Cheshire - - - - -	200,000	66,800	266,800	3,325	- - -	- - -	- - -	- -
West Cork - - - - -	200,000	66,800	266,800	14,800	- - -	- - -	- - -	- -
West Cornwall - - - - -	500,000	165,000	665,000	363,825	1 ½	6,895	5	- -
West Hartlepool Harbour and Railway.	2,100,000	700,000	2,800,000	292,170	5 to June 1861.	143,600 95,320 13,485 34,002 31,090 101,480 276,900	5 ½ 5 4 ½ 4 4 6 2 ½	1,000 128,534
West London Extension - - -	405,000	13,500	418,500	300,000	- Nil -	- - -	- - -	- -
West Midland - - - - -	5,316,990	1,627,332	6,944,322	1,418,340 24,000 544,350 363,337	3 s. 9 d. 3 ½ ½ 1-552	847,064 485,910 176,540 222,860 134,930	6 6 5 6 6	510,000
West of Fife Railway and Harbour -	136,000	45,300	181,300	39,502 60,000	4 5	- - -	- - -	- -
West Somerset - - - - -	120,000	40,000	160,000	64,153	- Nil -	- - -	- - -	- -
West Somerset Mineral - - -	110,000	33,000	143,000	31,971	5	30,515	6	- -

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
6	£ 494,906	£ 70,353 11,272 15,243 2,000	4 5 6 6 ½	£ 98,868	£ 593,774	£ 20,000	£ 4,500	
5	£ 855,262	£ 84,788 35,800 14,160 154,900	4 4 ½ 4 ½	£ 289,638	£ 1,144,900	£ 62,500	£ 22,500	
-	58,000	14,850	5	14,850	72,850	—	—	
-	22,115	17,885	5	17,885	40,000	—	—	
-	52,282	-	-	-	52,282	—	—	
-	69,946	3,350 15,400 4,150	4 4 ½ 5	22,900	92,846	—	—	
-	3,325	-	-	-	3,325	—	—	
-	14,800	-	-	-	14,800	—	—	
-	300,720	121,025 43,330	5 4 ½	164,055	525,675	—	—	
4 ½ 5	1,118,241	Convertible into ordinary Capital: 6,000 21,344 35,250 439,670 5,000 8,500 363,350 148,575 1,564,487 22,964 47,500 2,000	4 4 ½ 4 ½ 5 4 ½ 4 ½ 4 ½ 4 ½ 5 4 ½ 5 5	2,604,649	3,782,800	60,000	58,429	
-	300,000	31,800	4 ½	31,800	331,800	—	—	
4 ½	4,728,231	100,007 111,627 1,310,912 83,943 498,414	4 4 ½ 4 ½ 4 ½ 5	2,104,903	6,833,134	20,500	11,000	- - The excess of the Debenture is caused by the issue of De- benture to meet Debentures falling due.
-	99,502	17,457	5	17,457	116,959	—	—	
-	64,153	40,000	5	40,000	104,153	—	—	
-	62,486	21,500	5	21,500	83,986	10,000	6,350	

NAME OF COMPANY.	Capital authorised on the 31st December 1861, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Capital paid up on the 31st December 1861, including Subscriptions				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1861.	Preferential Capital.	Rate per Cent. of the Dividend for 1861.	Debenture Stock and Funded Debt.
	£.	£.	£.	£.		£.		£.
Whitehaven and Furness Junction -	364,926	124,093	490,850	227,500 30,426 On forfeited shares.	3½	87,500 15,000	5½ 5	- -
Whitehaven, Cleator, and Egremont	120,000	40,000	160,000	85,807	10	- - -	- -	- -
Whitehaven Junction - - -	210,000	60,000	270,000	100,000	5½	25,000 78,000 7,000	6 5 4½	- -
Wimbledon and Croydon:—(Railway on Lease to the London and Brighton Company).	60,500	13,000	73,500	45,500	4	- - -	- -	- -
Wimbledon and Dorking - -	94,500	31,500	126,000	70,000	- - -	- - -	- -	- -
Witney - - - - -	50,000	16,000	66,000	38,000	- - -	- - -	- -	- -
Wivenhoe and Brightlingsea - -	25,000	8,000	33,000	—	—	—	—	—
Worcester, Bromyard, and Leominster.	200,000	68,500	268,500	2,016	- - -	- - -	- -	- -
Wrexham and Minera - - -	36,000	12,000	48,000	28,110	- - -	- - -	- -	- -
Wycombe - - - - -	420,000	139,000	559,000	60,875 53,307	3 Nil	- - -	- -	- -
£.	312,969,654	117,503,292	429,872,946	103,691,901	- - -	73,784,330	- -	7,806,568

The undermentioned RAILWAY COMPANIES, notwithstanding repeated Applications addressed the House :

Berks and Hants Extension.
Bognor.
Chard (1860).
Colchester, Stour Valley, Sudbury, and Halstead.
Eastern Union.
Epping.
Hayling.
Horsham and Guildford Direct.
Kendal and Windermere.

to other Undertakings.		Loans Outstanding on the 31st December 1861, Classified according to the several Rates of Interest per Cent.			Total raised by Shares and Loans on the 31st December 1861.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1861.	TOTAL.	Amount.	Rate of Interest per Cent.	TOTAL.		Capital Authorised.	Capital Paid up.	
- -	£. 300,426	£. 29,890 35,070 31,175 1,950 1,000 25,636	4 4½ 4½ 4½ 4½ 5	£. 124,720	£. 465,146	£. —	£. —	
- -	85,807	12,560 500 10,170	4 4½ 5	23,220	109,027	—	—	
- -	310,000	300 21,700 28,850 12,400 460	3½ 4 4½ 4½ 5	63,500	273,500	—	—	
- -	45,500	- - -	- - -	- - -	45,500	—	—	
- -	70,000	1,000 7,600 9,400	5 4½ 4½	18,000	88,000	—	—	
- -	38,000	- - -	- - -	- - -	38,000	—	—	
-	—	—	—	—	—	—	—	
- -	2,016	- - -	- - -	- - -	2,016	—	—	
- -	28,110	- - -	- - -	- - -	28,110	—	—	
- -	60,875 53,307	25,760 27,890	4½ 5	53,650	167,842	—	—	
- -	275,182,805	87,144,443	- -	87,144,443	302,327,338	15,097,122	11,000,510	

to them by the Board of Trade, have neglected to make the Returns required by the Order of

Kensington Station, and North West and South London Junction.
Kilkenny and Great Southern and Western.
London Railway Depot and Storehouses.
Marlborough.
Much Wenlock and Severn Junction.
Stockton and Darlington and Newcastle and Carlisle Union.
Waveney Valley.
Wenlock.

Board of Trade, }
15 July 1862. }

Edgar A. Bowring,
Registrar.

THE FOLLOWING RAILWAY COMPANIES HAVE ABANDONED THEIR UNDERTAKINGS.

NAME OF COMPANY.	CAPITAL AUTHORISED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	TOTAL.		
	£.	£.	£.	£.	
Alford Valley - - - - -	100,000	33,333	133,333	4,344	
Ashburton, Newton, and South Devon -	130,000	43,333	173,333	10,570	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	125,000	41,000	166,000	25,000	
Bognor - - - - -	30,000	9,000	39,000	3,000	
Boston, Stamford, and Birmingham - -	532,000	177,206	709,206	83,025	
Bridgewater and Taunton Canal and Stolford Railway and Harbour.	50,000	57,000	107,000	—	
Chard - - - - -	317,000	106,000	423,000	50,450	
Cheltenham and Oxford - - - - -	1,000,000	333,000	1,333,000	77,400	
Cockermouth and Workington Extension -	200,000	60,000	260,000	—	
Darenth Valley - - - - -	50,000	16,000	66,000	750	
Delabole and Rock - - - - -	15,000	5,000	20,000	3,595	
Dublin, Belfast, and Coleraine Junction -	642,000	214,133	856,133	28,300	
Dundalk and Black Rock - - - - -	12,000	4,000	16,000	737	
Exeter and Exmouth - - - - -	160,000	53,000	213,000	16,800	
Exeter, Yeovil and Dorchester - - - -	1,400,000	466,000	1,866,000	147,000	
Glasgow, Ayrshire and Monklands Junction -	500,000	106,300	606,300	100,002	
Great North of Scotland, Eastern Extension	400,000	133,333	533,333	7,105	
Hayling Bridge and Causeway - - - -	5,000	1,600	6,600	310	

NAME OF COMPANY.	CAPITAL AUTHORISED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	TOTAL.		
	£.	£.	£.	£.	
Bere Bay and Canterbury Junction -	30,000	10,000	40,000	2,250	
Killarney and Valencia - - - -	300,000	100,000	400,000	7,650	
Liverpool, Manchester and Newcastle-upon-Tyne Junction.	1,440,000	473,333	1,913,333	140,000	
Londonderry, Enniskillen and Sligo - -	300,000	100,000	400,000	22,508	
Manchester, Birmingham and North Staffordshire.	80,000	26,666	106,666	—	
Manchester and Salford Extension - -	35,000	11,600	46,600	2,000	
Mayfield - - - - -	12,500	4,000	16,500	—	
Mountmellick Junction - - - -	22,500	7,500	30,000	—	
Northern Counties Union - - -	2,625,000	875,000	3,500,000	210,000	
Paisley, Barrhead and Hurler - - -	230,000	76,666	306,666	24,150	
Parkgate and Chester and Birkenhead -	50,000	16,666	66,666	3,750	
St. Ives and West Cornwall Junction -	32,000	10,000	42,000	—	
Strathgairn and Breadalbane - - -	120,000	40,000	160,000	12,000	
Swansea and Amman Junction - - -	40,000	13,000	53,000	2,000	
Swansea Valley - - - - -	220,000	73,333	293,333	—	
Templemore and Nenagh - - - -	140,000	46,666	186,666	—	
Tenby, Saundersfoot and South Wales -	140,000	46,000	186,000	10,375	
Wharfedale - - - - -	420,000	140,000	560,000	62,285	
TOTAL of ABANDONED LINES - £.	11,905,000	3,990,928	15,895,928	1,064,843	

Board of Trade, }
15 July 1862. }

Edgar A. Bowring,
Registrar.

RETURN of the AMALGAMATION and WORKING ARRANGEMENTS of RAILWAY COMPANIES,

AMALGAMATIONS.	Date of Amalgamation.	Act authorising the Amalgamation.	WORKING AGREEMENTS.	Date of Working Agreements.	Act authorising Working Agreements.
Caledonian and Symington Biggar and Broughton Companies.	1861 : 1 August -	24 & 25 Vict. c. 201.	Blane Valley and Edinburgh and Glasgow Railway Companies, for no definite period.	1861 : 12 April -	24 & 25 Vict. c. 148.
Edinburgh, Perth and Dundee and Kinross-shire Companies.	1 August -	24 & 25 Vict. c. 214.	Castle Douglas and Dumfries and Glasgow South Western Companies, for 10 years.	27 July -	10 & 20 Vict. c. 114.
Inverness and Aberdeen Junction and Inverness and Nairn Companies.	1 March -	24 & 25 Vict. c. 8.	Cleveland and West Hartlepool Harbour and Railway Companies, for no definite period.	- November	The Acts of 1858 and 1861.
Leven and East of Fife Railway Companies.	31 July -	24 & 25 Vict. c. 158.	East Somerset and Great Western Companies, in perpetuity.	21 June -	23 Vict. c. 73.
West of Fife Mineral and Charleston Railway and Harbour Companies.	1861 -	24 & 25 Vict. c. 226.	Fife and Kinross and Edinburgh, Perth, and Dundee Companies, for 10 years.	16 April -	Fife and Kinross Railway Act, 1855.
			Norwich and Spalding and Great Northern Companies, for 10 years.	- November	—
			Shrewsbury and Hereford and Tenbury Companies, for seven years.	1 July -	Tenbury Railway Act, 1850.
			Salisbury Railway and Market House and London and South Western Companies, for 10 years, from 1 July 1850.	1 February -	10 & 20 Vict. c. 93.
			South Yorkshire and Manchester, Sheffield, and Lincolnshire Companies, for 21 years.	8 June -	—
			West Midland and Great Western Companies, for 900 years.	1 July -	24 & 25 Vict. c. 197.

and of the SALE or LEASE of RAILWAY UNDERTAKINGS, effected during the Year 1861.

SALES.	Date of Sale.	Act authorising Sale.	LEASES.	Date of Lease.	Act authorising Lease.
Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway to Belfast and Northern Counties Company.	31 Dec. 1860	21 & 22 Vict. c. 53.	Coleford, Monmouth, Usk, and Pontypool Railway to West Midland Company, for 1,000 years.	1861 : 1 July -	24 & 25 Vict. c. 107.
Epsom and Leatherhead Railway to London and South Western Company.	July 1861	23 & 24 Vict. c. 158.	Nottingham and Grantham Railway and Canal to Great Northern Company, for 999 years.	1 August -	Ambergate Railway Company's Act, 1854.
Dursley and Midland Junction Railway to, Midland Company.	27 Feb. 1862, from 1 Jan. 1861.	24 & 25 Vict. c. 106.	South Staffordshire Railway to London and North Western Company, for 99 years from 1871, or from the earlier determination of the subsisting Lease.	18 March -	13 & 14 Vict. c. 58.
Ulverstone and Lancaster Railway to Furness Company.	1 July 1861	21 & 22 Vict. c. 98.	Peebles Railway to North British Company, for 999 years.	1 January -	Peebles Railway Lease Act, 1861.
			Portadown, Dungannon, and Omagh Junction Railway to Ulster Railway Company, for 999 years.	- February -	20 & 21 Vict. c. 120.
			Waterford and Kilkenny Railway to Waterford and Limerick Company, for five years.	28 January -	14 & 15 Vict. c. 110.

RETURN from each RAILWAY COMPANY, showing the RAILWAY or BRANCH RAILWAY, and the LENGTH thereof, as to which the Powers granted by Parliament for the compulsory Purchase of the Land required for its Construction had expired previous to the 31st December 1861, without such Powers having been exercised; and the CAPITAL appropriated by Parliament for the Construction of such Railway or Branch Railway.

NAME OF RAILWAY.	ACT by which authorised.	Date at which the Powers Expired.	Length of Line in respect of which the Powers have Expired.	Capital Appropriated for its Construction.	REMARKS.
			M. c.	£. s. d.	
Alford Valley - - - - -	9 & 10 Vic. c. 134 19 & 20 Vic. c. 40	- - - 23 June 1850	15 77 1 0	128,989 - -	
Ashburton, Newton, and South Devon - -	9 Vic. c. 236 - -	July 1851	10 31	173,333 - -	
Ayrshire and Galloway (Smithstown and Dal- mellington).	10 Vic. c. 10 - -	8 June 1850	3 60	-	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	9 & 10 Vic. c. 237	22 July 1850	6 30	100,600 - -	- - Less 24,825 l. ex- pended.
Belfast and County Down - - - - -	9 & 10 Vic. c. 87	26 June 1851	28 49	666,666 - -	
Birmingham and Oxford Junction - -	9 & 10 Vic. c. 337 9 & 10 Vic. c. 338	3 Aug. 1851	10 20	100,000 - -	
Birmingham, Wolverhampton, and Stour Valley.	9 & 10 Vic. c. 328	3 Aug. 1849	3 1	-	
Blackburn - - - - -	9 & 10 Vic. c. 265	24 July 1853	19 31	-	
Boston, Stamford, and Birmingham :					
Stamford and Wisbeach Line - -	9 & 10 Vic. c. 93	26 June 1849	22 0	336,000 - -	
Peterborough and Thorney Branch - -	10 & 11 Vic. c. 112	2 July 1850	6 0	106,600 - -	
	10 & 11 Vic. c. 165	- - -	11 33½	213,333 - -	
	10 & 11 Vic. c. 193	- - -	1 14	53,333 - -	
Bridgewater and Taunton Canal and Stolford Railway and Harbour.	9 & 10 Vic. c. 145	3 July 1851	10 50	-	
Bristol and Exeter :					
Martock to Crewkerne - - - - -	9 & 10 Vic. c. 181	16 July 1851	6 0	-	
Blendon to Wells - - - - -	11 & 12 Vic. c. 77	23 July 1851	23 20	733,000 - -	
Taunton and Castle Cary Branch - -	11 & 12 Vic. c. 82	22 July 1851	22 7	473,000 - -	
Buckinghamshire :					
Aylesbury Extension Line - - - -	10 & 11 Vic. c. 236	July 1850	10 48	203,000 - -	
Caledonian :					
Clydesdale Junction - - - - -	9 & 10 Vic. c. 305	26 Aug. 1851	2 64	21,300 - -	
Glasgow Termini and Branches - -	9 & 10 Vic. c. 314	3 Aug. 1851	2 29	533,300 - -	
Edinburgh Station and Branches - -	10 & 11 Vic. c. 237	22 July 1852	4 25	206,600 - -	
Wilsontown, Fauldhouse, Biggar, and Broughton Branches.	10 & 11 Vic. c. 23	8 June 1852	22 17	333,300 - -	
Dumfriesshire and Cumberland Branches	10 & 11 Vic. c. 172	9 July 1852	20 49	400,000 - -	
Glasgow Station - - - - -	11 & 12 Vic. c. 121	14 Aug. 1851	1 0	333,300 - -	
Caledonian and Dumbartonshire Junction :					
Portion of Main Line from Glasgow to Bowling and the Branches to Helens- burgh, &c.	9 & 10 Vic. c. 81	26 June 1851	26 31	-	
Deviations and Branches Act, 1847 -	10 Vic. c. 81 - -	2 July 1850			
Cheltenham and Oxford - - - - -	10 & 11 Vic. c. 154	9 July 1852	37 74	1,333,000 - -	
Chester and Holyhead :					
Holyhead Extension - - - - -	10 & 11 Vic. c. 236	22 July 1850	1 37	150,000 - -	
Cockermouth and Workington :					
Branch to Bridgefoot - - - - -	12 & 13 Vic. c. 38	26 June 1851	0 36	3,000 - -	

* Note.—The sums stated include all the Capital which the Companies are authorised to raise, whether by the issue of shares or the exercise of their borrowing powers.

NAME OF RAILWAY.	ACT by which authorised.	Date at which the Powers Expired.	Length of Line in respect of which the Powers have Expired.	Capital Appropriated for its Construction.	REMARKS.
Cockermouth and Workington Extension -	9 & 10 Vic. c. 342	3 Aug. 1849	M. c. 14 30	£. 260,000	
Colchester, Stour Valley, Sudbury, and Halstead - - - - -	9 & 10 Vic. c. 70 10 & 11 Vic. c. 11 10 & 11 Vic. c. 18	26 June 1849 8 June 1850 8 June 1850	6 07 14 18 10 46	— 348,000 220,000	
Cork and Waterford - - - - -	9 & 10 Vic. c. 397	26 Aug. 1851	07 44	1,093,500	
Cork, Blackrock, and Passage - - - - -	9 & 10 Vic. c. 148 10 & 11 Vic. c. 59	16 July 1849 26 June 1850	1 5½	—	
Cornwall Railway: Padstow Branch - - - - -	Cornwall Railway Act, 1846.	3 Aug. 1852	2 10	- None specifically appropriated to this portion of the Branch.	
Coventry, Nuneaton, Birmingham, and Leicester	9 & 10 Vic. c. 253	27 July 1851	15 11	300,000	
Deside - - - - -	9 & 10 Vic. c. 158	16 July 1851	20 12	293,333	
Delabole and Rock - - - - -	7 & 8 Vic. c. 88	- - -	16 9	20,000	
Direct London and Portsmouth - - - - -	9 & 10 Vic. c. 83 10 & 11 Vic. c. 167	26 June 1849 9 July 1850	00 36	2,010,000	- Of this sum, 134,175l. 5s. has been raised by the Company.
Drumpeller - - - - -	6 & 7 Vic. c. 63	22 July 1853	0 77½	20,246	
Dublin, Belfast, and Coleraine Junction -	9 & 10 Vic. c. 321	3 Aug. 1851	88 70	856,533	
Dundalk and Enniskillen - - - - -	Dundalk and Ennis- killen Extension Act, 1855.	2 July 1858	—	—	
Shantunagh to Cavan - - - - -	- - - - -	- - -	14 50	—	
Line to Dundalk Quays - - - - -	- - - - -	- - -	0 70	—	
Dundee and Newtyle: Improvement of Line of Railway -	10 & 11 Vic. c. 100	2 July 1850	4 41	60,000	
Eastern Counties: Epping Extension - - - - -	9 & 10 Vic. c. 205	16 July 1849	11 0	293,333	
Wisbeach to Spalding - - - - -	10 & 11 Vic. c. 235	22 July 1850	21 0	333,333	
Cambridge to Bedford - - - - -	10 & 11 Vic. c. 158	9 July 1850	24 0	460,000	
Eastern Counties: Wisbeach Harbour - - - - -	15 Vic. c. 30 - -	28 May 1857	1 31	—	
East Anglian - - - - -	8 & 9 Vic. c. 48 12 & 13 Vic. c. 52	30 June 1851	15 76	—	
East Lancashire: Crawshaw Booth Branch - - - - -	9 & 10 Vic. c. 276	22 July 1850	1 34	20,000	
Liverpool Dock Branches and Branches to North Union and Blackburn and Preston Railways.	9 & 10 Vic. c. 381	18 Aug. 1849	2 07	—	
Latham Fork - - - - -	17 & 18 Vic. c. 117	3 July 1856	0 26	—	
Edinburgh and Bathgate - - - - -	9 & 10 Vic. c. 332	3 Aug. 1851	9 18	—	
Edinburgh and Glasgow: Carron Branch - - - - -	9 & 10 Vic. c. 165	16 July 1849	1 43	—	
Branch to Falkirk Iron-works - - -	9 & 10 Vic. c. 165	16 July 1849	0 68	—	

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Edinburgh, Perth, and Dundee:			M. c.	£		
St. Andrew's and Newburgh Harbour Branches.	10 & 11 Vic. c. 277	22 July 1850	5 69	85,333		
Portion between Ferry Port-on-Craig and Newport.	9 & 10 Vic. c. 136	3 July 1840	3 0	—		
Leith and Granton Junction - - -	10 & 11 Vic. c. 152	9 July 1850	0 54½	60,000		
Leith Extension - - - - -	10 & 11 Vic. c. 151	9 July 1850	0 20½	74,000		
Roseobie, Keltyhead, and Glencraig Branches.	11 & 12 Vic. c. 112	25 July 1851	8 42	171,666		
Exeter and Exmouth - - - - -	9 & 10 Vic. c. 120	2 July 1849	10 37	213,000		
Exeter, Yeovil, and Dorchester - - -	11 & 12 Vic. c. 85	21 July 1848	09 27½	1,866,000		
Fleetwood, Preston, and West Riding Junction	9 & 10 Vic. c. 246	27 July 1851	12 0	—		
General Terminus and Glasgow Harbour - {	9 & 10 Vic. c. 130	3 July 1849	1 8	—		
	10 & 11 Vic. c. 75	2 July 1850	0 37			
Glasgow, Airdrie, and Monklands Junction -	9 & 10 Vic. c. 263	27 July 1849	10 55½	533,000		
Branch to Clydesdale Junction - - -	9 & 10 Vic. c. 263	27 July 1849	2 09½	—		
Mile End Branch - - - - -	9 & 10 Vic. c. 263	27 July 1849	0 70	—		
Cowlairs Branch - - - - -	10 & 11 Vic. c. 245	22 July 1850	2 48½	133,000		
Glasgow and South Western - - - - - {	10 & 11 Vic. c. 182	9 July 1852	36 26	933,300	- - No distinct appro- priation of capital.	
	10 & 11 Vic. c. 184	9 July 1852	49 30			
	10 & 11 Vic. c. 185	9 July 1852	17 0	440,000		
Glasgow and Belfast Union - - - - -	9 & 10 Vic. c. 392	26 Aug. 1851	22 0			
Linwood Branch - - - - -	9 Vic. c. 60 - - -	18 June 1851	1 5	—		
Swinlees Branch - - - - -	9 Vic. c. 60 - - -	18 June 1851	0 44	—		
Hurlford and Strathaven, Newmills to } Strathaven - - - - -	9 Vic. c. 62 - - -	18 June 1851	9 10	—		
Crawick Branch - - - - -	9 & 10 Vic. c. 372	13 Aug. 1851	16 28	—		
Annan Harbour Branch - - - - -	9 & 10 Vic. c. 372	13 Aug. 1851	1 15	—		
Glasgow, Paisley, and Greenock:						
Branch to the Clyde - - - - -	9 & 10 Vic. c. 143	3 July 1849	0 16	33,333		
Branch to Polloc and Govan Railway -	9 & 10 Vic. c. 188	16 July 1849	0 30	20,000		
Branch to the Caledonian Railway -	10 & 11 Vic. c. 168	9 July 1850	0 30	33,333		
Glasgow, Strathaven, and Lesmahagow Direct	- - - - -	- - -	15 23	—		
Great Northern:						
Isle of Axholme Extension - - - - -	11 & 12 Vic. c. 114	14 Aug. 1851	35 74	400,000		
St. Alban's Branch - - - - -	10 & 11 Vic. c. 272	22 July 1850	14 15	400,000		
Sutton Branch - - - - -	10 & 11 Vic. c. 286	22 July 1850	3 59	86,500		
Bishopthorpe Deviation - - - - -	10 & 11 Vic. c. 146	9 July 1850	1 68	37,000		
Stamford and Spalding - - - - -	9 & 10 Vic. c. 352	7 Aug. 1851	7 51	133,000		
Askerne to York - - - - -	9 & 10 Vic. c. 71	26 June 1851	47 50	—		
Gainsboro' to Bawtry - - - - -						
Branch to Shipping Quay, Boston -						
Branch to River Trent - - - - -						
Branch to Hull and Selby Railway -						
Branch to Bedford - - - - -						
Great North of Scotland - - - - -	9 & 10 Vic. c. 103	26 June 1853	98 00	- - -	- The amount of capital which the Company will not require cannot at present be ascer- tained.	
Great North of Scotland (Eastern Extension)	9 & 10 Vic. c. 135	- - -	47 52½	526,228		
Great Southern and Western:						
Mallow and Fermoy - - - - -	9 & 10 Vic. c. 194	16 July 1851	16 64	203,530		
Clonmel and Thurles - - - - -	9 & 10 Vic. c. 198	16 July 1851	26 29	533,000		
Great Western:						
Fenny Compton to Rugby - - - - -	8 & 9 Vic. c. 188	4 Aug. 1850	15 32	—		
Berks and Hants Extension - - - - -	11 & 12 Vic. c. 74	22 July 1851	35 00	800,000		
Great Western and Uxbridge - - - - -	9 & 10 Vic. c. 106	15 July 1851	2 46	66,680		
Hayling Bridge - - - - -	14 & 15 Vic. c. 68	3 July 1853	1 26	6,600		
Kilkenny and Great Southern and Western -	9 & 10 Vic. c. 360	7 Aug. 1849	26 5	300,000		

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			M. c.	£.	
Kilnross-shire - - - - -	20 & 21 Vic. c. 124	10 Aug. 1850	-- Branch to Kingsseat, 30 chains.	- - -	-- No portion of the capital of the Company was specially appro- priated by Parliament for the construction of the Branch to King- seat.
Lancashire and Yorkshire :					
Bacup Branch Railway - - -	9 & 10 Vic. c. 306	3 Aug. 1851	8 23	300,000	
Middleton Branch Railway - - -			1 33		
Ossett and Thornhill Colliery - - -			2 75		
Whitley Colliery Branch - - -			0 27		
Horbury and Criggleson Colliery - - -			1 63		
Branches under the West Riding Union Railways Act, 1846 - - - - -	9 & 10 Vic. c. 300	18 Aug. 1851	20 26	600,000	
Leeds and Bradford :					
Branch to Haworth - - - - -	8 & 9 Vic. c. 38	30 June 1848	4 33	- - -	-- No portion of the capital authorised by the Act is specifically appropriated to the for- mation of the Branch.
Junction Line at Bradford - - -	9 & 10 Vic. c. 301	3 Aug. 1849	1 2	40,000	
Leeds Northern :					
Hartlepool Extension (a portion of) - - -	9 & 10 Vic. c. 149	16 July 1849	3 34	-	
St. Helen's Branch Deviations - - -	9 & 10 Vic. c. 153	16 July 1849	2 0	73,333	
Harrogate and Pateley Branch - - -	10 & 11 Vic. c. 68	22 July 1851	13 0	205,333	
Limerick, Ennis, and Killaloe Junction - - -	9 & 10 Vic. c. 195	- - -	37 19	400,000	
Liskeard and Caradon - - - - -	6 & 7 Vic. c. 43	27 June 1846	1 30	- - -	-- No portion of the capital of the Company has been specifically ap- propriated to the con- struction of the part of the Line for which the land has not been pur- chased.
Liverpool, Manchester, and Newcastle-upon- Tyne Junction :					
Main Line - - - - -	9 & 10 Vic. c. 90 10 & 11 Vic. c. 237	26 June 1849 22 July 1850 26 June 1851	41 43	1,913,333	
Hawes Branch - - - - -	10 & 11 Vic. c. 227	- - -	9 14 1/2		
Burnley Branch - - - - -	10 & 11 Vic. c. 240	22 July 1850	0 52 1/2		
Llynvi Valley - - - - -	9 & 10 Vic. c. 353	7 Aug. 1849	13 40	206,000	
Extension - - - - -	10 & 11 Vic. c. 79	2 July 1850			
London and Blackwall - - - - -	14 Vic. c. 30	23 July 1853	0 31	100,000	
London and North-Western :					
Rainford Branch - - - - -	8 & 9 Vic. c. 123	21 July 1848	5 0	- - -	-- No capital was specifically authorised to be raised for the construction of this Branch.
Bollington Branch - - - - -	9 & 10 Vic. c. 80	26 June 1849	2 30	- - -	-- No capital was authorised to be raised by this Act.
Huyton and Aston - - - - -	9 & 10 Vic. c. 261	27 July 1849	26 0	1,533,333	
Huyton, Prescott, and St. Helen's - - -					
Warrington and Kenyon - - - - -					
Warrington and Parkside - - - - -					
Huyton and Warrington Branch - - -	9 & 10 Vic. c. 193	16 July 1849	12 0 1/2	240,000	
Weedon and Northampton Branch - - -	9 & 10 Vic. c. 309	3 Aug. 1849	5 73	125,000	
Newport Pagnell, Olney, and Welling- borough Branch.	10 & 11 Vic. c. 107	2 July 1850	20 36	500,000	
Atherstone and Whitacre - - - - -	10 & 11 Vic. c. 118	2 July 1850	6 56	173,333	
St. Alban's, Luton, and Dunstable - - -	10 & 11 Vic. c. 132	9 July 1850	22 53	462,000	
Birmingham and Lichfield - - - - -	10 & 11 Vic. c. 139	9 July 1850	13 50	350,000	
Portobello and Wolverhampton - - -	10 & 11 Vic. c. 188	9 July 1850	2 7 1/2	50,000	
Kenilworth and Berkswell - - - - -	10 & 11 Vic. c. 278	22 July 1850	5 0	203,000	
Widnes Branch - - - - -	10 & 11 Vic. c. 294	23 July 1850	1 22 1/2	31,000	
Prescotbrook Colliery Branch - - -			0 40		

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			M. e.	£.	
London and South Western:					
Andover and Southampton Branch Railway.	10 & 11 Vic. c. 115	2 July 1850	19 55	400,000	
Salisbury and Yeovil, with Branches to Shaftesbury, &c.	11 & 12 Vic. c. 87	22 July 1851	45 2	1,106,666	
Lymington Branch Railway - - -	10 & 11 Vic. c. 96	2 July 1850	4 7½	80,000	
Weymouth Branch Railway - - -	10 & 11 Vic. c. 97	2 July 1850	9 43	243,000	
London Bridge Extension Railway -	9 & 10 Vic. c. 301	26 Aug. 1849	1 37	—	
Basingstoke and Salisbury Branch Railway - - - - -	9 & 10 Vic. c. 370 12 & 13 Vic. c. 93	13 Aug. 1851	2 40	—	
London, Brighton, and South Coast:					
East Grinstead Branch - - - -	9 Vic. c. 54 - -	18 June 1849	6 00	225,333	
Littlehampton Branch - - - -	9 Vic. c. 68 - -	18 June 1848	1 20		
Steyning Branch - - - - -	9 Vic. c. 69 - -	18 June 1849	4 0		
Wandsworth Branch - - - - -	9 & 10 Vic. c. 281	27 July 1849	6 40	186,666	
Londonderry and Enniskillen - - -	16 & 17 Vic. c. 174	4 Aug. 1850	51 10	400,000	
Loughor - - - - -	9 & 10 Vic. c. 401 14 & 15 Vic. c. 127	28 Aug. 1853	4 40	24,000	
Malton and Driffield Junction - - -	9 & 10 Vic. c. 77	26 June 1849	5 04½	—	
Manchester, Buxton, Matlock, and Midlands {	9 & 10 Vic. c. 102	16 July 1849	9 5	—	
Junction - - - - -	10 & 11 Vic. c. 247	22 July 1850		—	
Bakewell Branch - - - - -	11 & 12 Vic. c. 156	31 Aug. 1851		—	
Midland:					
Burton to Nuneaton - - - -	9 & 10 Vic. c. 203	16 July 1849	16 65	—	
Erewash Valley Extension and Crick Branch.	9 & 10 Vic. c. 102	26 June 1849	8 33	—	
Clay Cross and Newark Branch - -	9 & 10 Vic. c. 157	16 July 1849	23 00	—	
King's Norton and Hales Owen Branches	9 & 10 Vic. c. 340	3 Aug. 1849	5 48	—	
Nottingham and Lincoln Extension -	10 & 11 Vic. c. 214	22 July 1850	0 51	—	
Wansford Branch - - - - -	10 & 11 Vic. c. 215	22 July 1850	5 76	—	
Alfreton Branch - - - - -	10 & 11 Vic. c. 191	9 July 1850	0 38	—	
Erewash Valley (Brinsley Branch) -	9 & 10 Vic. c. 156	16 July 1849	1 2	—	
Ripley, &c., Branches - - - -	11 & 12 Vic. c. 88	24 July 1853	3 20	—	
Midland Great Western of Ireland - -	9 & 10 Vic. c. 210	10 July 1855	2 62	44,000	
Mid-Kent Railway:					
Bromley to St. Mary Cray - - -	19 & 20 Vic. c. 125	21 July 1856	2 56	—	
Monkland:					
Bathgate Branch - - - - -	9 & 10 Vic. c. 151	16 July 1849	4 35	81,333	
Chapelhall Branch - - - - -	9 & 10 Vic. c. 179	16 July 1849	2 44	48,000	
Monmouthshire - - - - -	15 & 16 Vic. c. 126	30 June 1855	0 40	—	
Mountmellick Junction - - - -	9 & 10 Vic. c. 197	15 July 1851	3 58	30,000	
Newmarket:					
Cambridge Branch - - - - -	9 & 10 Vic. c. 172	16 July 1849	6 30	—	
Thetford Extension - - - - -	10 Vic. c. 20 - -	8 June 1850	19 56	566,666	
Newport, Abergavenny and Hereford:					
Pontypool Branch - - - - -	9 & 10 Vic. c. 63 10 & 11 Vic. c. 86	9 Aug. 1851 2 July 1852	11 63	—	
Usk Branch - - - - -			1 37	—	
Usk Bridge Branch - - - - -					
Raglan Branch - - - - -					
Newry and Enniskillen - - - -	8 & 9 Vic. c. 129	21 July 1848	67 0	1,100,100	- - Balance of capital and loan.
Newry, Warrenpoint, and Rostrevor - -	9 & 10 Vic. c. 245	27 July 1849	2 41	- - -	- - No specific appropriation of capital to the Branch to Rostrevor.
Norfolk:					
Fakenham to Wells and Blakeney - -	9 & 10 Vic. c. 160	16 July 1849	16 74½	400,000	
Wymondham to Diss - - - -	10 & 11 Vic. c. 94	2 July 1850	11 55	213,333	
Reedham to Diss and Halesworth Branch	10 & 11 Vic. c. 64	25 June 1850	37 13	573,333	

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			M. c.	£.	
Northampton and Banbury - - - -	10 & 11 Vic. c. 178	9 July 1850	21 73	666,000	
North British:					
Cochenzie Branch - - - -	9 & 10 Vic. c. 73	26 June 1849	1 20	- - -	- - No portion of the capital authorised by the Acts is specifically appropriated to the construction of these Branches.
Selkirk and Jedburgh Branches - - -	9 & 10 Vic. c. 74	26 June 1849	12 40	- - -	
Haddington Branch Extension - - -	10 & 11 Vic. c. 136	9 July 1850	1 0	- - -	
North Berwick Branch (part) - - -	9 & 10 Vic. c. 74	26 June 1849	0 30	- - -	
North Devon:					
Bideford Branch - - - -	10 & 11 Vic. c. 273	22 July 1852	{ 6 1 1/2 7 26 1/2 }	180,000	
Southmolton Branch - - - -					
North Staffordshire - - - -	10 & 11 Vic. c. 108	2 July 1850	2 78	50,000	- - Probable expense calculated by the Company.
Newcastle Branch - - - -	13 & 14 Vic. c. 55	15 July 1853	1 52	- - -	
Potteries, Biddulph and Congleton - -	17 & 18 Vic. Sess. 1854	24 July 1850	4 15	35,000	
North Western - - - -	15 & 16 Vic. - -	30 June 1855	18 77	- - -	
Northern Counties Union - - - -	9 & 10 Vic. c. 260	26 July 1851	120 0	3,284,877	
Norwich and Spalding - - - -	16 & 17 Vic. c. 124	4 Aug. 1850	9 7	- - -	
Oxford, Worcester, and Wolverhampton:					
Worcester Branch - - - -	8 & 9 Vic. c. 184	4 Aug. 1850	{ 1 35 1/2 2 50 4 77 }	29,000	- - No portion of the capital authorised by the Act is specifically appropriated to the Branches.
Kingswinford Branch - - - -					
Witney Branch - - - -	9 & 10 Vic. c. 278	26 July 1851	4 77	29,000	
Paisley, Barrhead, and Hurler - - -	11 & 12 Vic. c. 155	31 Aug. 1851	8 63	306,000	
Portsmouth - - - -	17 & 18 Vic. - -	24 July 1857	1 77	- - -	
Havant to Hilsa - - - -	21 & 22 Vic. c. 101	12 July 1850	5 0	- - -	- - Running powers over the Brighton Railway from Havant to Hilsa were made use of, and the construction of the Line thereby rendered unnecessary.
Scottish Central:					
Denny Branch - - - -	9 & 10 Vic. c. 180	- - -	3 49	- - -	
Crief Branch - - - -	9 & 10 Vic. c. 191	- - -	9 39	- - -	
Scottish Midland Junction:					
Dunkeld Branch - - - -	9 & 10 Vic. c. 375	22 July 1851	16 00	400,000	
Blairgowrie Branch - - - -					
Kerriemuir - - - -					
Shrewsbury and Chester:					
Part of Crickheath Branch, and the whole of Wem Branch.	9 & 10 Vic. c. 274	27 July 1849	11 19	240,000	
South Devon:					
Sutton Pool Branch - - - -	9 & 10 Vic. c. 402	28 Aug. 1849	1 57 1/2	- - -	
Brixham Extension and Torquay Extension.	10 & 11 Vic. c. 242	22 July 1850	8 64	390,000	
South Staffordshire:					
Darleston Branch - - - -	9 & 10 Vic. c. 300	3 Aug. 1849	11 36 1/2	118,500	
Daw End Branch - - - -					
Cannock Branch - - - -	10 & 11 Vic. c. 160	9 July 1849			
Wyrley Branch - - - -					
Norton Branch - - - -	- - - -	- - -	- - -	- - -	
South Yorkshire, Doncaster, and Goole -	10 & 11 Vic. c. 291	22 July 1850	1 28	20,250	
South Wales:					
Monmouth Branch - - - -	8 & 9 Vic. c. 190	Aug. 1850	10 0	- - -	
Pembroke Branch - - - -	16 & 17 Vic. c. 210	20 Aug. 1855	11 73	- - -	
Staines, Wokingham, and Woking:					
Branch from Long Cross to Woking -	Act of 1853 - -	8 July 1850	5 25	- - -	

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			M. c.	£	
Swansea Valley - - - - -	10 & 11 Vic. c. 101	2 July 1852	19 50	203,333	
Tenby, Saundersfoot, and South Wales - -	9 & 10 Vic. c. 256	- - -	7 20	186,000	
Thames Haven - - - - -	6 & 7 W. 4, c. 108	4 July 1852	12 0	—	
Vale of Neath - - - - -	9 & 10 Vic. c. 341 15 Vic. c. 16 - -	3 Aug. 1851 28 May 1854	2 20 0 55	37,500 —	
Warrington and Stockport - - - - -	16 & 17 Vic. c. 122	4 Aug. 1856	7 00	146,000	
Waveney Valley - - - - -	14 & 15 Vic. c. 66	3 July 1855	5 74	—	
West Cornwall:					
Falmouth Branch - - - - -	9 & 10 Vic. c. 326	July 1851	5 25	—	
Wharfedale - - - - -	9 & 10 Vic. c. 177	16 July 1851	22 15	500,000	
Whitehaven Junction - - - - -	11 & 12 Vic. c. 80	22 July 1851	0 42½	40,000	
Whitehaven and Furness Junction:					
Extension to Harbours - - - - -	16 & 17 Vic. c. 171	4 Aug. 1854	0 33	—	
York and North Midland:					
Harrogate Branch - - - - -	8 & 9 Vic. c. 104	21 July 1852	1 45	—	
Leeds Extension - - - - -	9 & 10 Vic. c. 89	26 June 1849	14 61	480,000	
Branch from Harrogate to Knarborough and Boroughbridge.	10 & 11 Vic. c. 219	22 July 1850	10 40	175,000	
Branch to Castleton from Whitby and Pickering Railway.	9 Vic. c. 59 - -	18 June 1849	11 0	90,000	
Hornsea Branch - - - - -	9 Vic. c. 66 - -	18 June 1849	11 0	—	
Dock Branch at Hull, and part of Market Weighton Branch.	9 Vic. c. 65 and c. 66	18 June 1849	13 50	—	
York, Newcastle, and Berwick:					
South Branch of Thirsk and Malton Line	11 & 12 Vic. c. 55	22 July 1851	0 40	—	
Pelaw and other Branches - - -	10 & 11 Vic. c. 134	9 Feb. 1850	16 70	228,633	
Helmsley Branch - - - - -	9 Vic. c. 58 - -	13 July 1851	5 61	30,000	
Branch out of Thirsk and Malton Branch into Helmsley Branch - - - }	9 Vic. c. 58 - -	13 July 1851	0 56		
Hlyth Branch - - - - -	8 & 9 Vic. c. 163	18 July 1852	4 78	- - -	- - No part of the capital specifically appropriated for this Branch.
Brewery Quay Branch - - - }	6 & 9 Vic. c. 92 -	21 July 1848	0 14	—	
Metcalfe Dock Branch - - - }			0 11	—	
South Junction of Bowbridge Branch -	9 & 10 Vic. c. 95	18 June 1849	0 00	—	
Barmoor Branch - - - - - }	12 & 13 Vic. c. 58	13 July 1852	4 6	- - -	- - ditto.
Alnmouth Branch - - - - - }			0 78		
Branch to Quay, Newcastle - - }			0 24		
TOTAL - - -			2,709 15½	43,494,554	

Board of Trade, }
15 July 1862. }

Edgar A. Bowring,
Registrar.

PART IV.

ACCIDENTS.

RETURN by the Board of Trade, of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales*, *Scotland* and *Ireland* respectively, during the Year ended the 31st day of December 1861.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales, Scotland, and Ireland* respectively, from the 1st of January to the 31st of December 1861.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:																
19 Jan.	Bristol and Exeter	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Policeman run over and killed, at the Victory Level Crossing, whilst incautiously standing on one line signalling a train on the other.
1 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
5 July	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
13 Dec.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to get into a train in motion at the Durston station.
6 Sept.	Cornwall - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
28 Feb.	Cromford and High Peak.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 Feb.	Dowlais Iron Company.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Wife of a workman run over and killed whilst walking on the line.
29 Aug.	Eastern Counties	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Driving wheel crank pin of engine of passenger train broke, near Saxmundham. No person injured.
19 Mar.	Fleetwood, Preston, and West Riding Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman crushed to death between buffers whilst incautiously shunting waggons.
27 Jan.	Great Northern	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at an occupation level crossing near Dunstable.
30 Jan.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger knocked down and killed by a goods train, near the Cole Green station; she had left the station by the proper way, but afterwards got upon the line.
20 Feb.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed, near Huntingdon, whilst incautiously working on the line.
7 Mar.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from his train whilst in motion, at the Hitchin station, and was run over and killed.
8 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously walking on the line at the Doncaster station.
13 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Boy 5 1/4 years old, run over and killed at an occupation level crossing, near Peterborough.
17 Dec.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger killed in attempting to alight from a train in motion at the Barnet station.
14 Jan.	Great Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a Bristol and Exeter second-class carriage broke, near the Twyford station; no person injured.
13 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Didcot, between a passenger train and a goods train. No person injured.
1 May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed while incautiously crossing the line at the Stroud Station.
17 June	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person knocked down and killed at a private level crossing near Devizes.
7 Aug.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard killed. Is supposed to have been standing upon the step of a carriage in motion, and knocked off whilst passing through the Ealing station.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from causes beyond their own fault.		Passengers killed or injured from their own fault or conduct or want of caution.		Persons or livestock of other railways killed or injured from their own misconduct or want of caution.		Persons killed or injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:														
2 Sept.	Great Western—continued.	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
1 Oct.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Servant of company (a carpenter), struck by a truck and killed, whilst incautiously working in a siding.
20 Nov.	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger killed from jumping from a train in motion, at the Hatten station.
4 Dec.	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train which was shunting at the Banbury station, no person injured.
4 Dec.	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	A lunatic committed suicide by laying across the rails in front of an approaching train, near the Salisbury station.
7 Dec.	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Woman killed whilst crossing at a footway near the Stevenage station.
13 Dec.	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Girl killed at a public footpath level crossing near Brimscomb station.
2 Sept.	Hampstead Junction	15	317	-	-	1	5	-	-	-	-	-	-	Collision on the junction line, near Kentish Town station, between a North London excursion train from Kew, and a ballast train which was shunting from one line of rails to the other. 15 Passengers killed, and 317 injured. One servant killed, and three injured.
9 Sept.	Knighton - - -	-	-	-	-	-	1	-	-	-	-	-	-	Inspector of permanent way run over and killed, in attempting to get upon an engine in motion.
7 Jan.	Lancashire and Yorkshire.	-	14	-	-	-	-	-	-	-	-	-	-	Collision.—A tie of a van in the Lancashire and Yorkshire up mail train broke, near Mirfield, and train was run into by a following London and North Western train of empty carriages. 14 passengers injured.
20 Jan.	ditto - - -	-	3	-	-	-	-	-	-	-	-	-	-	Collision during a thick fog, between a passenger train and some loaded waggons which had been left on the line at Kewdale junction. Three passengers injured.
12 Feb.	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to get upon a train in motion, at the Halifax station.
6 Mar.	ditto - - -	-	6	-	-	2	-	-	-	-	-	-	-	Collision near the Bluntings station, between a passenger train and a goods engine, which was shunting. Six passengers injured, also the driver and fireman of the goods engine.
20 Mar.	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	A man run over and killed at a footpath level crossing, near Littleborough.
10 May	ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	Passenger train ran into violent collision with the stationary buffers at the Victoria station, Manchester. Four passengers injured.
11 May	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
25 May	ditto - - -	-	23	-	-	1	-	-	-	-	-	-	-	Collision at Mill Hill Station, between an excursion train and a goods train. 23 passengers and guard slightly hurt.
16 Aug.	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger looking out of a carriage in the Huddersfield and Tinsley, injured his head by coming in contact with works.
25 Oct.	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Eastwood station, between a passenger train and a preceding goods train. No person injured.
5 Nov.	ditto - - -	-	-	-	1	1	-	-	-	-	-	-	-	Collision between a goods train of the Lancashire and Yorkshire Company and a coal train of the Great Northern Company, at the Hatten station. Driver killed and fireman injured.
6 Nov.	ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	Passenger train ran into a siding at Bury, through facing points. Six passengers injured.
22 Nov.	ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	Collision at the Elland station, between a London and North Western passenger train and a Lancashire and Yorkshire ballast train, which was standing on the line. Two passengers injured.
15 April	Llanelly Railway and Dock.	-	-	-	-	-	1	-	-	-	-	-	-	Servant crushed to death between buffers, whilst uncoupling trucks.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst Crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861 : 27 April -	London and Blackwall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tilbury and Southend passenger train got off the rails at the Bromley Junction switches. No person injured.
11 Oct. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from the platform at Stepney Station on to the line, in front of an approaching train, and was killed.
22 Nov. -	ditto - - -	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Stepney station, between a North Woolwich passenger train and some goods waggons, which had become detached from a preceding London and North Western train, by the breaking of a drawbar. Twenty passengers slightly injured.
3 Jan. -	London and North Western.	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a third-class carriage-wheel in a passenger train broke near Berkhamstead. Seven passengers injured.
4 Jan. -	ditto - - -	1	3	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off the rails near Primrose Hill Tunnel. One passenger killed, and three injured.
9 Jan. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision.—Down passenger train came into collision with two waggons of a goods train, which had got off the other line of rails, between Shilton and Stretton Stations, in consequence of the failure of one of the wheels. No person injured.
10 Jan. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a composite carriage in a passenger train broke on the Chester and Holyhead Line. No person injured.
14 Jan. -	ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a composite carriage in a passenger train broke near Pinner. Four passengers injured.
22 Jan. -	ditto - - -	-	4	-	-	-	2	-	-	-	-	-	-	-	-	Collision. Passenger train overtook and ran into a mineral train, near the Coppul Station, on the North Union Line. Four passengers and two guards of the passenger train slightly injured.
27 Feb. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a first-class carriage in the Irish down mail train broke, when near Triag. No person injured.
18 May -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
24 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed, whilst incautiously coupling waggons.
11 June -	ditto - - -	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Wooden bridge, near Wootton, gave way under a goods train; driver and fireman killed.
30 June -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (platelayer formerly in the Company's service), struck by a train and killed.
4 July -	ditto - - -	-	1	-	-	1	2	-	-	-	-	-	-	-	-	Boiler of the engine of the Irish down p.m. mail train exploded near Rugby, on the Trent Valley Line; fireman killed; driver, guard, and Post-office clerk injured.
22 July -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Breaksman fell from train in motion; seriously injured.
20 Sept. -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Goods porter killed by a warehouse drawbridge at the Liverpool Road Station, Manchester, falling upon him.
24 Sept. -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter struck by an engine whilst incautiously walking on the line; seriously injured.
24 Oct. -	ditto - - -	-	9	-	-	-	1	-	-	-	-	-	-	-	-	Collision. The 9 p.m. auxiliary mail train from London ran into a disabled down goods train from Preston at the Bay Horse Station, near Lancaster. Nine passengers and one servant of Company injured.
29 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Man run over and killed at a public level crossing at Rhyl.
23 Nov. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from an engine in motion at the Flint Station, and was killed.
27 Feb. -	London and North Western and Caledonian Joint Station at Carlisle.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed, in attempting to get upon a train in motion.
26 Jan. -	London and South Western.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Eling, on the Dorset Railway.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from causes beyond their own control.		Passengers killed or injured from their own misconduct or want of caution.		Servants of Companies or of other persons killed or injured from causes beyond their own control.		Servants of Companies or of other persons killed or injured from their own misconduct or want of caution.		Persons killed or injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:																
28 Jan.	London and South Western—contd.	1	18	-	-	-	1	-	-	-	-	-	-	-	-	Passenger train got off the rails at the Epsom Junction. One passenger killed and 18 injured; a clerk in the service of the company also injured.
29 Jan.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Third-class passenger attempting to get into a train in motion at the York Station, fell and was run over and killed.
30 Jan.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platformer fell from a train in motion, and was killed.
10 Feb.	ditto	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
25 Mar.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer standing on the tender of a boiler engine passing under a bridge at St. Denis, near Southampton, came in contact with the bridge and was killed.
13 May	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Signalman at Romney without run over and killed whilst incautiously stepping from one line to the other.
22 May	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Wagon crushed severely between waggon and the platform at Brentford Station.
29 May	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to get into a train in motion at the Putney Station.
3 June	ditto	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Collision near Greatley Station between two portions of a goods train which had previously separated. The station-master was killed, and the fireman injured.
20 June	ditto	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Kingston Junction between a passenger train and a train of empty carriages. One passenger and a porter injured.
4 July	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
31 Aug.	ditto	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Person run over and killed at the Mortlake Station level crossing.
15 Sept.	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
20 Sept.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of bullock train crushed to death whilst coupling waggons in motion.
21 Sept.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platformer run over and killed by one train whilst avoiding another.
8 Oct.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on line run over and severely injured in attempting to get upon a ballast train in motion.
11 Oct.	ditto	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Cattle driver (passenger) injured from his head coming in contact with a bridge between Becontree and Wicksfield.
15 Nov.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a train in motion, and was killed.
6 Dec.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station-master at Putneywood run over and killed from his own want of caution.
13 Dec.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company (delivering agent) run over and killed at Mitchford Station, from his own want of caution.
30 Jan.	London, Brighton, and South Coast.	-	3	-	-	-	3	-	-	-	-	-	-	-	-	Collision on the single line at the draw-bridge over the Aron, near the Ford Station, between a passenger train and a goods train, through the pointsman turning the passenger train on to the wrong line. Five passengers, and a guard, driver, and fireman injured.
30 Jan.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platformer struck by a train and killed whilst immediately working on the line.
11 Feb.	ditto	-	-	1	-	1	-	-	-	-	-	-	-	-	-	Female passenger, 65 years of age, London, Chatham and Dover train having alighted at the Crystal Palace Station on the Brighton Railway, attempted to cross the main line to the booking-office in front of an approaching train despite the efforts of a porter to prevent her. She was run over and killed.
14 Feb.	ditto	-	-	27	-	-	-	-	-	-	-	-	-	-	-	Single collision at Lamber Bridge Station between two passenger-trains. 2 passengers slightly injured.
15 April	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter fell and was run over and killed whilst standing a luggage.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst Crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861: 29 April	London Brighton and South Coast—cont'd.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed, from his own want of caution.
3 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over at Norwood Junction whilst incautiously working on the line.
22 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran through defective points on to the wrong line in the Victoria Station. No person injured.
2 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Under-guard of ballast train struck and killed by a passing train whilst he was incautiously sitting on the platform at the Cooksbridge Station.
30 July	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously walking on the line.
25 Aug.	- ditto - - -	23	176	-	-	-	-	-	-	-	-	-	-	-	-	Collision in Clayton Tunnel between two passenger trains from Brighton, one following the other, 23 passengers killed and 176 injured.
4 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed whilst incautiously crossing the line.
25 Sept.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Passenger struck down by a board which was blown from the fence at the Lower Norwood Station, and was seriously injured by coming in contact with a train.
23 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer killed by a train whilst he was incautiously working on the line.
4 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision between a passenger train and a preceding coal train at the Norwood Junction. No person injured.
26 Dec.	- ditto - - -	-	-	1	1	-	-	-	-	-	-	-	-	-	-	A passenger killed in attempting to get into a train in motion at New Cross. His brother (also a passenger) severely injured whilst endeavouring to save him.
4 Dec.	London, Tilbury and Southend Extension.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person run over and killed at a public level crossing at Leigh.
	London, Chatham and Dover.	1	2	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of the break van of a passenger train broke near Sittingbourne. One passenger killed, two injured.
5 Jan.	- ditto - - -	-	2	-	-	3	3	-	-	-	-	-	-	-	-	Passenger train ran off the rails near the Teynham Station. Two firemen and the driver killed, and the guard, together with a clerk and porter, who were travelling in the train, injured; two passengers slightly injured.
28 July	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Man run over and killed at the Willfield Gate public level crossing.
14 Jan.	Manchester, Sheffield and Lincolnshire.	1	3	-	-	1	2	-	-	-	-	-	-	-	-	Tyre of the leading wheel of the engine of a passenger train broke in the Greetwell cutting near Lincoln during a severe frost. Passenger and an engine cleaner killed, and three passengers slightly bruised. The driver and guard also injured.
6 Mar.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods waggon which was standing on a siding too close to the main line at Denting. One passenger slightly bruised.
11 May	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Axle of engine of a passenger train broke near Sheffield. Two passengers shaken.
28 Aug.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger jumping from a train in motion at the Crowden Station fell and broke her leg.
8 Sept.	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger fell and was injured in incautiously getting out of a train at the Guidebridge Station.
10 Oct.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger killed in getting out of a train in motion at Guidebridge Station.
19 Oct.	- ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an empty coal train which was shunting near the Woodhouse Junction. Seven passengers injured.
5 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser severely injured.
15 Jan.	Midland - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
7 Feb.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company crushed to death between buffers whilst separating goods waggons.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from causes incidental to their own conduct.		Passengers killed or injured from their own misconduct or want of caution.		Servants of Companies killed or injured from causes incidental to their own conduct.		Servants of Companies killed or injured from their own misconduct or want of caution.		Persons killed or injured while crossing or at level crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.	Midland—continued.															
13 Feb.	- ditto -	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train which was standing on the line at the Briggs siding near the Metherley Station. Three passengers, and the guard and driver of the passenger train, injured.
15 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Night watchman killed in attempting to get upon a train in motion.
20 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard fell from buffer of a train which he was shunting, and was run over and killed.
27 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously working on the line.
3 May	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Perrier fell between carriages and platform at Derby, whilst endeavouring to prevent a passenger entering a train in motion, and was killed.
20 May	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger knocked down and killed whilst incautiously crossing the line at Gnosley.
14 June	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger seriously injured in attempting to get into an express train in motion.
5 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a wagon with he was shunting, and was run over and killed.
6 July	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
8 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver crushed to death between buffers whilst incautiously shunting waggons.
13 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed at sight from ward of caution.
16 July	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard incautiously shunting waggons, fell, and was run over and killed.
23 July	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
25 July	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Child, aged six years, struck by a train and killed whilst crossing the railway at the Hightgate Lane public level crossing, near Sheffield.
29 July	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
10 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company severely injured by an engine striking him while he was employed in putting a wagon on the line.
22 Aug.	- ditto -	-	-	1	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger excursion train and a goods train which was shunting at Sheffield. One passenger and two guards injured.
3 Sept.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector of permanent way incautiously jumped from a train in motion, and was run over and killed.
23 Sept.	- ditto -	-	-	9	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger excursion train and a goods train which was shunting at the Mangatsfield Station. Nine passengers injured.
17 Oct.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get out of a train in motion, fell between platform and train, and was killed.
24 Jan.	Monmouthshire	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fire-brickman struck by a train and injured whilst opening a gate at a level crossing.
16 Feb.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company riding on steps of break van, came in contact with trucks in a siding, and was injured.
28 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of mineral train run over and killed in a siding whilst incautiously walking on the line.
12 Mar.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
1 Apr.	- ditto -	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Boiler of a goods engine burst at the Newport Station. Two persons injured.
27 May	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Contractor's labourer injured in the foot in attempting to get upon a mineral train in motion.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
10 June -	Monmouthshire— continued.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard incautiously stooping to pick up a letter on the line, was struck by an engine, and had his hand cut off.
14 Sept. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
2 Oct. -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman jumped from an engine in motion, and was run over and killed.
19 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Person struck by a train and injured whilst crossing at a footpath level crossing.
3 Dec. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser (aged and deaf) slightly injured by an engine.
18 Feb. -	Newcastle and Car- lisle.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
17 April -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard fell from a mineral train, and was killed.
5 Aug. -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman of mineral train run over and killed, whilst incautiously coupling waggons.
2 Sept. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Sept. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed.
16 July -	North Devon - -	-	13	-	-	-	1	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Copplestone Station; 13 passengers and a guard injured.
31 Dec. -	North and South Western Junction.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
22 April -	North Eastern -	-	-	-	-	-	3	-	-	-	-	-	-	-	-	Passenger train got off the rails at Malton, whilst passing over points; an inspector in the service of Company, driver, and guard very slightly injured.
22 May -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, in attempting to get into a train at the Monkwearmouth Station.
23 Sept. -	ditto - - -	-	-	-	-	1	2	-	-	-	-	-	-	-	-	Express coal boiler of goods engine, at the Stella Giff Station; guard killed, and engine driver and fireman injured.
12 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Gouthland Station, between two goods trains. The wire rope by which one of them was being drawn up the incline going way, the train ran back down the incline to the station where the other train was standing; no person injured.
13 April -	North Staffordshire -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A person who came to the Macclesfield Station to meet a friend fell between the platform wall and a moving train, and was killed.
10 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant supposed to have been run over and killed whilst shunting waggons.
14 May -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child (trespasser) run over and killed whilst playing upon the line near Silverdale.
16 May -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person run over and killed at a public level crossing at Stoke.
21 June -	ditto - - -	-	8	-	-	3	-	-	-	-	-	-	-	-	-	Passenger train got off the line between Burton and Tisbury; driver, guard, and fireman killed, and eight passengers injured.
26 Oct. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, in attempting to get into a train in motion at the Longton Station.
19 March -	North Union -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst unshunting wagon.
13 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Yardsmen, in service of Company, run over and killed whilst incautiously walking on the line.
28 May -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Third class passenger fell off the platform at Preston, and was run over and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
8 Sept.	Oswestry and New- town.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company fell from engine in motion; arm amputated.
9 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
9 Nov.	- ditto - - -	-	-	-	-	2	2	-	-	-	-	-	-	-	-	Goods train got off the line between Mont- gomery and Abercrombie; driver and fire- man killed, and two guards injured.
29 Mar.	Preston and Wyre	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper jumped from a train in motion, and received such severe injuries that death ensued.
5 July	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Person run over and killed whilst crossing the rails on the Fleetwood Pier.
22 Jan.	Rhymney	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral brakeman, from his own want of caution, fell from a train in motion, and was killed.
19 Feb.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service knocked down by a train and killed, whilst in- cautiously walking on the line.
4 Jan.	Shrewsbury and Here- ford.	2	2	-	-	1	-	-	-	-	-	-	-	-	-	Tyre of a second-class carriage wheel in a passenger train broke near the Burners Station, throwing the train into a side ditch, which was flooded at the time; two female second-class passengers drowned, and two other passengers and a guard injured.
27 May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst crossing the line.
4 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Suicide; person laid himself across the rails in front of an approaching train.
21 Aug.	Shrewsbury and Wel- lington Joint.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level cross- ing, near Shrewsbury.
23 Oct.	Shrewsbury and Welshpool.	-	-	-	-	3	2	-	-	-	-	-	-	-	-	Part of a train of waggons conveying con- tractor's servants, got off the rails near the Harwood Station; three servants killed, and two injured.
14 Jan.	Shropshire Union	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a coal truck in a special goods train broke; no person injured; weather frosty at the time.
14 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
15 Jan.	South Devon	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Dartmouth Granite Company killed whilst incautiously crossing tracks.
28 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A second-class passenger killed, attempting to get out of a train in motion at the Newton Station.
29 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion at Tavistock Station, and was killed.
29 May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Supposed passenger run over and killed whilst incautiously crossing at the Plympton Station.
14 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
18 Sept.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (mailier) jumped from a train in motion near Exeter, and was severely injured.
5 Feb.	South Eastern	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing leading to lime and cement works near Snedland.
16 Feb.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Signalman at Merstham run over and killed whilst incautiously walking on the line.
20 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion on the 20th March, between Gravesend and Higham, died on the 29th March.
23 Mar.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger leaning against a carriage at the Pleasant Station, speaking to another passenger, fell between it and the plat- form, in consequence of the train moving, and was killed.
1 April	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Suicide; a man placed himself in front of a train at Lewisham, and was run over and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
22 June	South Eastern— <i>continued.</i>	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed in attempt- ing to get upon a goods train in motion.
23 June	- ditto - -	-	8	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an excursion train belong- ing to the South-Eastern and one belong- ing to the London, Brighton and South- Coast Railway Company at the Borep Junction, near St. Leonards Station; 8 passengers injured.
13 July	- ditto - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Part of a goods train got off the rails in the Strand Tunnel. An engine cleaner who was riding in a van was killed.
16 August	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
20 Sept.	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
26 Sept.	- ditto - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger, imprudently standing on the step of a carriage in motion at the Woolwich Station, fell, and was run over and killed.
4 Nov.	- ditto - -	-	12	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Surrey Canal Junction be- tween a down Greenwich passenger train and a down North Kent cattle train, which was crossing from the Bricklayers' Arms Branch to the down North Kent line; 12 passengers slightly injured.
25 Nov.	- ditto - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in imprudently getting out of a train in motion at Blackheath Station.
12 Jan.	South Staffordshire	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
21 Aug.	South Wales	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed whilst crossing the line at a private level crossing.
28 Aug.	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	A servant of the contractor run over and killed whilst incautiously crossing the line.
12 Oct.	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
5 Nov.	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Jan.	South Yorkshire	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Porter incautiously running in front of a train fell, and had both legs crushed.
11 May	- ditto - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Guard of goods train had his arm crushed through his own want of caution.
11 May	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter fell from a train in motion, and was run over and killed.
8 July	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death from a quantity of iron falling upon him at Sheffield; the Company state from his own want of caution.
10 July	- ditto - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over, and leg cut off.
18 Jan.	Stockton and Darling- ton.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Contractors' inspector attempting to get upon an engine in motion fell under wheels; leg crushed.
12 March	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Colliery Company crushed to death between waggons in a siding.
19 March	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell off a waggon whilst shut- ting, and was killed.
30 March	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 June	- ditto - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Fireman run over and injured whilst incau- tiously uncoupling waggons.
27 June	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed, attempting to get upon a train of waggons in motion.
29 Aug.	- ditto - -	-	6	-	-	1	1	-	-	-	-	-	-	-	-	Special excursion train got off the South Durham line (worked by the Stockton and Darlington) near Boxes. Driver killed, six passengers and fireman injured.
30 Nov.	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engineman run over and killed whilst in- cautiously crossing the line.
14 Dec.	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard killed whilst incautiously uncoupling waggons.
20 Dec.	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer fell from a waggon in motion, and was killed.
29 April	Swansea Vale	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Traffic inspector run over and killed whilst incautiously uncoupling waggons.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861. 23 March -	Taff Vale -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser, aged 21, run over and killed.
26 July -	Vale of Neath -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed, whilst incau- tiously shunting road waggon.
25 Sept. -	West Midland -	-	13	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train which was shunting at the Drumwicks Station of the loop line of the West Midland Railway; 13 passengers and a servant of the Company injured.
17 Oct. -	- ditto -	-	13	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train coming from opposite direc- tions at the Shelsley Junction; 13 pas- sengers injured.
29 Oct. -	- ditto -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at the Coed-y-Gric Junction with the Monmouthshire Railway; six passengers injured.
15 Jan. -	West Hartlepool Har- bour and Railway.	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
5 Feb. -	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Child struck by a waggon, and severely injured, whilst crossing at a public level crossing.
26 Feb. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser attempting to get upon a waggon in motion; arm cut off.
27 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
1 April -	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
1 April -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (boy) run over and killed.
27 Aug. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
11 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and severely injured.
17 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death be- tween engine and waggons, whilst incau- tiously shunting them.
21 Oct. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst locautiously working on the line.
20 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser had his foot taken off by wheels in attempting to get upon an engine in motion.
TOTAL FOR ENGLAND AND WALES		14	762	24	7	22	43	66	13	13	2	43	9	12	-	

SCOTLAND.

1861. 1 Feb. -	Caledonian -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter got upon the top of a train in motion, and was killed by coming in contact with a bridge between Nisbail and Glasgow.
7 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breakman jumped from an engine in motion.
13 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman run over and killed whilst incau- tiously standing on the line a short dis- tance from the Flat level crossing near Carstairs.
4 March -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breakman run over and killed whilst locautiously walking on the line.
6 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a truck, and was run over and killed.
16 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously walking on the line.
18 April -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
27 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pilotman fell, and was run over and killed in getting off an engine in motion.
4 May -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Minor breakman run over and killed whilst incautiously uncoupling waggons.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861. 22 June -	Caledonian—cont ^d .	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger fell and was killed in attempt- ing to get into a train in motion at the Nithill Station.
16 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman getting out of a train in mo- tion fell, and was run over and killed.
29 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over; leg cut off.
14 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breaksman knocked down and killed (from his own want of caution) whilst coupling waggons.
1 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breaksman run over and killed whilst incautiously crossing the line.
1 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer run over and killed whilst incan- tiously working on the line.
2 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer run over and killed whilst work- ing on the line.
4 July -	Dundee and Arbroath	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Foreman of goods station, Dundee, run over and killed whilst incautiously shunt- ing waggons.
17 Aug. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at Carnoustie Station was run over and killed.
6 Dec. -	Dundee, Perth, and Aberdeen Junction.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger got out of a train which had stopped close to the Auchterhouse Sta- tion (although warned not to get out), and was run over and killed.
9 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death be- tween buffer, whilst shunting waggons.
8 April -	Edinburgh and Glas- gow.	-	5	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Queen-street Station, Glasgow, between a train of empty carriages which had got off the rails at facing points, and a passenger train on the other line of rails coming from the opposite direc- tion; five passengers and one servant in- jured.
22 Feb. -	Edinburgh, Perth, and Dundee.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Mixed passenger and goods train thrown off the rails near the Thornton Junction by a bale of goods which had fallen from one of the waggons; one passenger slightly in- jured.
23 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
27 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
4 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
7 June -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed, from his own want of caution.
3 Dec. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Boy, in service of the Company, riding on step of guard's van, fell, and had his leg cut off by waggon wheels.
1 Jan. -	Glasgow and Paisley Joint.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman run over and killed whilst in- cautiously walking on the line.
10 Jan. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser severely injured.
16 Mar. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Goods guard slipped whilst shunting wag- gons, and had his leg broken by the wheels.
25 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (hawker of fish) run over and killed.
4 Jan. -	Glasgow and South Western.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service run over and killed whilst walking on the line.
12 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company struck by a train and injured whilst incautiously standing on the line.
15 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard fell whilst shunting waggons; both legs crushed by wheels.
21 Jan. -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company had his leg broken from want of caution whilst coupling waggons.
2 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and killed.
6 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over; leg cut off.
14 Mar. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst uncoupling waggons in motion.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct at or near Stations.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Persons killed or injured whilst crossing at Level Crossings.		Time—minutes.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.														
3 April	Glasgow and South Western—cont'd.	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company run over whilst shunting waggons.
18 April	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Mineral guard jumping from a train in motion injured his foot.
27 May	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off early when the line was being repaired near the Leuchinsmuck Station; no person injured.
29 May	ditto - - -	2	11	-	-	4	-	-	-	-	-	-	-	Passenger train got off the line near Arnan Station; post office guard and another passenger killed; 14 others injured; also the driver, fireman, guard, and another servant injured.
30 Aug.	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion, and was severely injured.
2 Sept.	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Guard of goods train crushed between buffers; iron broke; Company says that the accident occurred from causes beyond his own control.
4 Oct.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Guard run over and severely injured whilst incautiously uncoupling waggons.
7 Nov.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Guard injured severely on embarking to stop waggons in motion.
28 Nov.	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger killed whilst incautiously crossing the line at the Kilmanning Station in front of an approaching train.
7 Dec.	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard crushed to death between buffers whilst incautiously uncoupling waggons.
9 Dec.	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter crushed to death between buffers whilst incautiously shunting trucks.
20 Aug.	Great North of Scotland.	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a footpath level crossing on the line between Wardside and Killyfermore Stations.
21 Aug.	Monmouthshire	-	-	-	-	-	-	-	1	-	-	-	-	Child two years' old crept through a worker gate at Llanmowdhon, and was run over and killed.
23 Feb.	North British	-	-	1	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst crossing the line at the Pontefract Station.
25 July	ditto - - -	-	1	-	-	2	-	-	-	-	-	-	-	Collision at the Burnmouth Station between a special passenger train and a fish train which was being shunted; one passenger, a guard, and porter, slightly injured.
8 June	Portpatrick	-	-	-	-	-	1	-	-	-	-	-	-	Pointman run over and severely injured whilst incautiously walking on the line.
23 April	Scottish Central	-	-	-	-	1	-	-	-	-	-	-	-	Porter killed whilst incautiously uncoupling waggons.
21 June	Scottish North Eastern	-	-	-	-	-	-	-	-	-	-	1	-	Person employed in taking delivery of timber at the Brechin Station crushed between buffers so severely that death ensued.
TOTAL for SCOTLAND - - -		2	18	5	1	-	8	23	9	1	-	7	3	1

IRELAND.

1861.														
17 Aug.	Belfast and County Down.	-	-	-	-	-	1	-	-	-	-	-	-	Plate-layer found dead on the line near Sandfield, having had both legs cut off by a passenger train.
12 May	Belfast and Northern Counties.	-	-	-	-	-	1	-	-	-	-	-	-	Pointman killed from jumping from an engine in motion.
17 Oct.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Labourer in Company's service run over and killed whilst lying on the line.
18 Nov.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Goods porter run over and killed from want of caution.
1 Nov.	Dublin and Belfast Junction.	-	-	1	-	-	-	-	-	-	-	-	-	A child three years old jumped from a train in motion at the Nexus Station, and was killed.
16 Aug.	Dublin and Drogheda	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser crushed to death between waggons in goods station at Drogheda.
10 Sept.	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	Night watchman run over and killed whilst incautiously walking on the line.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861. 7 Nov.	Dublin and Drogheda— continued.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A third-class passenger in a state of intoxication run over and killed at the Howth Station.
19 Jan.	Dublin, Wicklow and Wexford.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell from an engine in motion; arm lacerated and afterwards amputated.
13 May	- ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Ballast engine got off rails near Shankhill Station where line was being doubled; one labourer injured.
10 Aug.	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Greystones Station between the engine and carriages of a passenger train, after engine had been uncoupled; one passenger slightly injured.
14 Jan.	Dundalk and Ennis- killen.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser severely injured.
8 Feb.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of a merchant incautiously unloading railway waggons at Derry Station run over and killed.
18 Jan.	Great Southern and Western (Ireland).	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously walking on the line.
20 March	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on line run over and killed in attempting to get upon a ballast train in motion.
29 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter struck by tow-rope and killed whilst incautiously shunting waggons at the Baginbown Station.
30 June	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
6 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
21 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
3 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously standing rails in front of a pilot engine.
29 Jan.	Londonderry and Cole- raine.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Loose coupling waggons run over. Leg cut off.
11 April	Midland Great Wes- tern of Ireland.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A third-class passenger imprudently got out upon the steps of a carriage whilst the train was in motion, and, coming in contact with a bridge, was killed.
15 May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (cattle driver) killed in attempting to get into a train in motion at the Longford Station.
22 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of the Company (milesman) run over and killed whilst incautiously working on the line.
2 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
5 Jan.	Ulster	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser found dead on the line near Moria Station.
7 Jan.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers whilst incautiously passing between waggons.
16 March	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engine driver fell from an engine in motion; arm crushed, and afterwards amputated.
15 May	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter injured from being crushed between buffers whilst incautiously uncoupling waggons.
15 May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
19 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the line.
20 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper struck by a train whilst closing gates at Six-mile Cross.
8 Feb.	Waterford & Limerick	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell whilst incautiously shunting a train, and was run over and killed.
1 Aug.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person struck by a train and killed whilst crossing at a private farm level crossing near Kilsheelan Station.
2 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
27 Dec.	- ditto - - -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Tube of an engine of a passenger train displaced. Servant in Railway Clearing-house killed by jumping off the engine; driver scalded.
TOTAL for IRELAND - -		-	1	4	-	1	2	16	4	1	-	7	1	-	-	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	44	762	24	7	22	43	60	13	16	42	43	0	2	-	210	836
SCOTLAND - - -	2	18	5	1	-	8	23	9	1	-	7	3	1	-	30	39
IRELAND - - -	-	1	4	-	1	2	16	4	1	-	7	1	-	-	29	8
GRAND TOTAL - -	46	781	33	8	23	53	105	26	17	42	57	13	3	-	284	883

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1861, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1861.		TOTAL in 1860.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - -	44	761	2	18	-	1	*46	*780	29	479
From other causes beyond their own control	-	1	-	-	-	-	-	1	1	-
TOTAL - - -	44	762	2	18	-	1	46	781	30	479
Passengers Killed or Injured owing to their own misconduct or want of caution - -	24	7	5	1	4	-	33	8	15	18
Total number of passengers Killed or Injured from all causes - - -	68	769	7	19	4	1	79	789	45	497
Servants of company or of contractors Killed or Injured from causes beyond their own control - - -	22	43	-	8	1	2	23	53	17	47
Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - -	66	13	23	9	16	4	105	26	104	21
Other persons crossing at level crossings - - -	15	2	1	-	1	-	17	2	26	1
Trespassers - - -	40	9	7	3	7	1	54	13	53	9
Suicide - - -	3	-	-	-	-	-	3	-	3	-
Miscellaneous - - -	2	-	1	-	-	-	3	-	7	5
GRAND TOTAL - - -	210	836	39	39	29	8	284	883	285	580
Length of railway open on the 31st December 1861, and on the 31st December 1860 -	7,708		1,612		1,423		10,833		10,401	

* Of this number of passengers 38 were killed, and 493 injured from two collisions.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31 December 1861, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Collisions between Passenger Trains - - - - -	4	23	224	-	1	-	-	23	225
Collisions between Passenger Trains and other Trains or Engines - - - - -	25	15	469	1	18	-	-	16	487
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	2	-	6	-	-	-	-	-	6
Passenger Trains or Portions of Trains getting off the Rails - - - - -	7	2	37	7	8	-	-	9	45
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order - - - - -	5	1	5	1	2	-	-	2	7
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	7	3	15	-	1	-	-	3	16
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	1	1	2	-	-	1	3
Trains running into Stations at too great speed - - - - -	1	-	4	-	-	-	-	-	4
TOTAL to Passenger Trains - - - - -	50	44	761	10	32	-	-	54	793
Collisions between Goods or Mineral Trains or single Engines - - - - -	3	-	-	2	2	-	-	2	2
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	4	-	-	8	4	-	-	8	4
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	1	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	2	-	-	1	4	-	-	1	4
TOTAL to Goods and Mineral Trains - - - - -	10	-	-	11	10	-	-	11	10
TOTAL to all Trains - - - - -	60	44	761	21	42	-	-	65	803

SCOTLAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	2	-	6	-	3	-	-	-	9
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	3	2	12	-	4	-	-	2	16
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or other Parts of Carriages or Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	5	2	18	-	7	-	-	2	25
Collisions between Goods or Mineral Trains or Single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to all Trains - - - - -	5	2	18	-	7	-	-	2	25

IRELAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	1	-	1	-	-	-	-	-	1
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Station at too high speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - - - -	1	-	1	-	-	-	-	-	1
Collisions between Goods or Mineral Trains or single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	-	1	-	-	-	1
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	1	-	-	1	1	-	-	1	1
TOTAL to Goods and Mineral Trains - - - - -	2	-	-	1	2	-	-	1	2
TOTAL to all Trains - - - - -	3	-	1	1	2	-	-	1	3

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons killed and injured thereby, during the year ended 31st December 1861.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers or Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - -	4	23	224	-	1	-	-	23	225
Collisions between Passenger Trains and other Trains, or Engines - - - - -	28	15	476	1	21	-	-	16	497
Passenger Trains running into Sidings or off their proper line, through Points being wrong - -	2	-	6	-	-	-	-	-	6
Passenger Trains or Portions of Trains getting off the Rails - - - - -	10	4	49	7	12	-	-	11	61
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	3	1	5	1	2	-	-	2	7
Axles or Wheels or other parts of Carriages of Pas- senger Trains breaking - - - - -	7	3	15	-	1	-	-	3	16
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	1	1	2	-	-	1	3
Trains running into Stations at too great speed -	1	-	4	-	-	-	-	-	4
TOTAL to Passenger Trains - -	56	*46	*780	10	39	-	-	56	819
Collisions between Goods or Mineral Trains or Single Engines - - - - -	3	-	-	2	2	-	-	2	2
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails -	5	-	-	8	5	-	-	8	5
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggon breaking - - - - -	1	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mi- neral Trains - - - - -	3	-	-	2	5	-	-	2	5
TOTAL to Goods and Mineral Trains -	12	-	-	12	12	-	-	12	12
GRAND TOTAL to all Trains - -	68	46	780	22	51	-	-	68	831

* Of the above-mentioned number of passengers who were killed and injured by train accidents, 38 were killed and 493 injured from two collisions.

Board of Trade, }
April 1862. }

EDGAR A. BOWRING,
Registrar.

RAILWAYS.

RETURNS, by the several RAILWAY COMPANIES in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon the respective Railways in Passengers and Goods, during the Year ended 31st December 1861, &c.

RETURNS of the WORKING EXPENDITURE, &c. of each RAILWAY during the Year ended 31st December 1861, &c.

RETURNS by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL, &c., on 31st December 1861:—RETURN of the AMALGAMATION and WORKING ARRANGEMENTS of RAILWAY COMPANIES effected during the Year 1861:—RETURN showing the RAILWAY or BRANCH RAILWAY, and the LENGTH thereof, as to which the Powers granted by Parliament for the compulsory Purchase of Land required for its Construction had expired, previous to 31st December 1861, &c.

RETURN, by the Board of Trade, of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade, during the Year ended 31st December 1861.

(*Mr. Hutt.*)

*Ordered, by The House of Commons, to be Printed,
11 July 1862.*

[*Price 1 s.*]

398.

Under 16 oz.

RAILWAYS.

RAILWAY ACCIDENTS.

RETURN to Part IV. of an Order of the Honourable The House of Commons,
dated 7 February 1862;—for,

A RETURN “ of the Number and Nature of the ACCIDENTS and the INJURIES
to LIFE and LIMB which have been reported to the Board of Trade as
having occurred on all the RAILWAYS open for Traffic in *England* and
Wales, *Scotland*, and *Ireland* respectively, during the year ended the
31st day of December 1861.”

(*Mr. Hutt.*)

Ordered, by The House of Commons, to be Printed,
1 April 1862.

[illegible]

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales, Scotland, and Ireland* respectively, from the 1st of January to the 31st of December 1861.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Users Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Users Killed or Injured from Causes beyond their own Control.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
19 Jan.	Bristol and Exeter	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Policeman run over and killed, at the Victory Level Crossing, whilst incautiously standing on one line signalling a train on the other.
1 June	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
5 July	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
13 Dec.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to get into a train in motion at the Darston station.
6 Sept.	Cornwall	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
28 Feb.	Cromford and High Peak.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 Feb.	Dowlais Iron Company.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Wife of a workman run over and killed whilst walking on the line.
29 Aug.	Eastern Counties	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Driving wheel crank pin of engine of passenger train broke, near Saxmundham. No person injured.
19 Mar.	Fleetwood, Preston, and West Riding Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breakman crushed to death between buffers whilst incautiously shunting waggons.
27 Jan.	Great Northern	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at an occupation level crossing near Dunstable.
30 Jan.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger knocked down and killed by a goods train, near the Cole Green station; she had left the station by the proper way, but afterwards got upon the line.
20 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed, near Hunnington, whilst incautiously working on the line.
7 Mar.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from his train whilst in motion, at the Hitchen station, and was run over and killed.
8 Mar.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously walking on the line at the Doumester station.
15 Mar.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
16 Mar.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Aug.	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Boy 54 years old, run over and killed at an occupation level crossing, near Peterborough.
17 Dec.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Female passenger killed in attempting to alight from a train in motion at the Barnet station.
14 Jan.	Great Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a Bristol and Exeter second-class carriage broke, near the Twyford station; no person injured.
13 Feb.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Didcot, between a passenger train and a goods train. No person injured.
1 May	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed while incautiously crossing the line at the Stroud Station.
27 June	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person knocked down and killed at a private level crossing near Devizes.
7 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard killed. Is supposed to have been standing upon the step of a carriage in motion, and knocked off whilst passing through the Ealing station.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:																
2 Sept.	Great Western—continued.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
1 Oct.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company (a carpenter), struck by a truck and killed, whilst incautiously working in a siding.
20 Nov.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from jumping from a train in motion, at the Hatton station.
4 Dec.	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train which was shunting at the Banbury station, no person injured.
4 Dec.	ditto	-	-	-	-	-	-	-	-	-	1	-	-	-	-	A lunatic committed suicide by laying across the rails in front of an approaching train, near the Salisbury station.
7 Dec.	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman killed whilst crossing at a footway near the Stevenage station.
13 Dec.	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Girl killed at a public footpath level crossing near Brimscomb station.
2 Sept.	Hampstead Junction	15	317	-	-	1	3	-	-	-	-	-	-	-	-	Collision on the junction line, near Kentish Town station, between a North London excursion train from Kew, and a ballast train which was shunting from one line of rails to the other. 15 Passengers killed, and 317 injured. One servant killed, and three injured.
9 Sept.	Knighton	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector of permanent way run over and killed, in attempting to get upon an engine in motion.
7 Jan.	Lancashire and Yorkshire.	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision.—Axle of a van in the Lancashire and Yorkshire up mail train broke, near Mirfield, and train was run into by a following London and North Western train of empty carriages. 14 passengers injured.
20 Jan.	ditto	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision during a thick fog, between a passenger train and some loaded waggons which had been left on the line at Kirkdale junction. Three passengers injured.
12 Feb.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in attempting to get upon a train in motion, at the Halifax station.
6 Mar.	ditto	-	6	-	-	-	2	-	-	-	-	-	-	-	-	Collision near the Bluepits station, between a passenger train and a goods engine, which was shunting. Six passengers injured, also the driver and fireman of the goods engine.
20 Mar.	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A man run over and killed at a footpath level crossing, near Littleborough.
10 May	ditto	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train came into violent collision with the stationary buffers at the Victoria station, Manchester. Four passengers injured.
11 May	ditto	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
25 May	ditto	-	23	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Mill Hill Station, between an excursion train and a goods train. 23 passengers and guard slightly hurt.
16 Aug.	ditto	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger looking out of a carriage in the Hallsham Moor Tunnel, injured his head by coming in contact with works.
25 Oct.	ditto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Eastwood station, between a passenger train and a preceding goods train. No person injured.
5 Nov.	ditto	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Collision between a goods train of the Lancashire and Yorkshire Company and a coal train of the Great Northern Company, at the Barton station. Driver killed and fireman injured.
8 Nov.	ditto	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into a siding at Bury, through facing points. Six passengers injured.
22 Nov.	ditto	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Elland station, between a London and North Western passenger train and a Lancashire and Yorkshire ballast train, which was standing on the line. Two passengers injured.
15 April	Llanelly Railway and Dock.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant crushed to death between buffers, whilst uncoupling trucks.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured from Causes beyond their own Control.		Persons Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured while Crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1881 : 27 April.	London and Blackwall.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tilbury and Southend passenger train got off the rails at the Bromley Junction switches. No person injured.
11 Oct.	" ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from the platform at Stepney Station on to the line, in front of an approaching train, and was killed.
22 Nov.	" ditto - - -	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Stepney station, between a North Western passenger train and some goods waggon, which had become detached from a preceding London and North Western train, by the breaking of a drawbar. Twenty passengers slightly injured.
3 Jan.	London and North Western.	-	7	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a third-class carriage-wheel in a passenger train broke near Bellinghamstead. Seven passengers injured.
4 Jan.	" ditto - - -	1	3	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off the rails near Primrose Hill Tunnel. One passenger killed, and three injured.
9 Jan.	" ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision.—Down passenger train came into collision with two waggon of a goods train, which had got on to another line of rails, between Shalton and Stratton Stations, in consequence of the failure of one of the wheels. No person injured.
10 Jan.	" ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a composite carriage in a passenger train broke, on the Clewer and Heywood Lane. No person injured.
14 Jan.	" ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a composite carriage in a passenger train broke near Flinner. Four passengers injured.
22 Jan.	" ditto - - -	-	4	-	-	2	-	-	-	-	-	-	-	-	-	Collision. Passenger train overtook and ran into a mineral train, near the Coppel Station, on the North Union Line. Four passengers and two guards of the passenger train slightly injured.
17 Feb.	" ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a first-class carriage in the Irish down mail train broke, when near Tring. No person injured.
14 May	" ditto - - -	-	-	-	-	-	-	1	-	-	-	1	-	-	-	Trespasser ran over and killed.
14 May	" ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman ran over and killed, whilst incautiously coupling waggons.
11 June	" ditto - - -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	Wooden bridge, near Woodnes, gave way under a goods train; driver and fireman killed, guard, and Portulocia clerk injured.
20 June	" ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser (pistol-maker formerly in the Company's service), struck by a train and killed.
4 July	" ditto - - -	-	1	-	1	2	-	-	-	-	-	-	-	-	-	Boiler of the engine of the Irish down p.m. mail train exploded near Rugby, on the Trent Valley Line; fireman killed; driver, guard, and Portulocia clerk injured.
2 July	" ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman fell from train in motion; seriously injured.
20 Sept.	" ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Goods porter killed by a warehouse drawbridge at the Liverpool Road Station, Manchester, falling upon him.
24 Sept.	" ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter struck by an engine whilst innocently walking on the line; seriously injured.
24 Oct.	" ditto - - -	-	9	-	1	-	-	-	-	-	-	-	-	-	-	Collision. The 9 p.m. ex-press mail train from London ran into a disabled down goods train from Preston at the Hay Barns Station, near Lancaster. Nine passengers and one servant of Company injured.
29 Oct.	" ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Man ran over and killed at a public level crossing at Rhyl.
23 Nov.	" ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from an engine in motion at the Flint Station, and was killed.
27 Feb.	London and North Western and Caledonian Joint Station at Carlisle.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter ran over and killed, in attempting to get upon a train in motion.
26 Jan.	London and South Western.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser ran over and killed near Eling, on the Dorset Railway.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:																
28 Jan.	London and South Western—cont'd.	1	18	-	-	-	1	-	-	-	-	-	-	-	-	Passenger train got off the rails at the Epsom Junction. One passenger killed and 18 injured; a clerk in the service of the company also injured.
29 Jan.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Third-class passenger attempting to get into a train in motion at the Yeovil Station, fell and was run over and killed.
30 Jan.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer fell from a train in motion, and was killed.
10 Feb.	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
25 Mar.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer standing on the tender of a ballast engine passing under a bridge at St. Denis, near Southampton, came in contact with the bridge and was killed.
13 May	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Signalman at Romsey viaduct run over and killed whilst incautiously stepping from one line to the other,
22 May	ditto	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter crushed severely between waggon and the platform at Brentford Station.
29 May	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed in attempting to get into a train in motion at the Putney Station.
5 June	ditto	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Collision near Grateley Station between two portions of a goods train which had previously separated. The station master was killed, and the breakman injured.
20 June	ditto	-	-	1	-	-	1	-	-	-	-	-	-	-	-	Collision at Kingston Junction between a passenger train and a train of empty carriages. One passenger and a porter injured.
4 July	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
31 Aug.	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person run over and killed at the Mortlake Station level crossing.
15 Sept.	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
20 Sept.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of ballast train crushed to death whilst coupling waggons in motion.
21 Sept.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed by one train whilst avoiding another.
8 Oct.	ditto	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer on line run over and severely injured in attempting to get upon a ballast train in motion.
11 Oct.	ditto	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Cattle drover (passenger) injured from his head coming in contact with a bridge between Basingstoke and Winchfield.
15 Nov.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a train in motion, and was killed.
6 Dec.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station-master at Portswood run over and killed from his own want of caution.
13 Dec.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of company (delivering agent) run over and killed at Micheldever Station, from his own want of caution.
30 Jan.	London, Brighton, and South Coast.	-	5	-	-	-	3	-	-	-	-	-	-	-	-	Collision on the single line at the draw-bridge over the Arun, near the Ford Station, between a passenger train and a goods train, through the pointsman turning the passenger train on to the wrong line. Five passengers, and a guard, driver, and fireman injured.
30 Jan.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer struck by a train and killed whilst incautiously working on the line.
11 Feb.	ditto	-	-	1	-	1	-	-	-	-	-	-	-	-	-	Female passenger by an up London, Chatham and Dover train having alighted at the Crystal Palace Station of the Brighton Railway, attempted to cross the main line to the booking-office in front of an approaching train despite the efforts of a porter to prevent her. Both were run over and killed.
14 Feb.	ditto	-	27	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision at London Bridge Station between two passenger trains. 27 passengers slightly injured.
15 April	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter fell, and was run over and killed whilst shunting a waggon.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861:														
29 April -	London Brighton and South Coast—contd.	-	-	-	-	-	-	1	-	-	-	-	-	Pistolayer run over and killed, from his own want of caution.
3 June -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Pistolayer run over at Norwood Junction whilst innocently working on the line.
22 June -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran through defective points on to the wrong line in the Victoria Station. No person injured.
2 July -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Under-guard of ballast train struck and killed by a passing train whilst he was incautiously sitting on the platform at the Cookbridge Station.
30 July -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Pistolayer run over and killed whilst incautiously walking on the line.
25 Aug. -	ditto - - -	23	126	-	-	-	-	-	-	-	-	-	-	Collision in Clayton Tunnel between two passenger trains from Heighton, one following the other. 25 passengers killed and 176 injured.
4 Sept. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Pointman run over and killed whilst incautiously crossing the line.
20 Sept. -	ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	Passenger struck down by a board which was blown from the fence at the Lower Norwood Station, and was seriously injured by coming in contact with a train.
23 Nov. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Pistolayer killed by a train whilst he was incautiously working on the line.
4 Dec. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	Slight collision between a passenger train and a preceding coal train at the Norwood Junction. No person injured.
26 Dec. -	ditto - - -	-	1	1	-	-	-	-	-	-	-	-	-	A passenger killed in attempting to get into a train in motion at New Cross. His brother (also a passenger) severely injured whilst endeavouring to save him.
4 Dec. -	London, Tilbury and Southend Extension.	-	-	-	-	-	-	-	-	1	-	-	-	Person run over and killed at a public level crossing at Leigh.
-	London, Chatham and Dover.	1	2	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of the brake van of a passenger train broke near Sittingbourne. One passenger killed, two injured.
5 Jan. -	ditto - - -	-	2	-	-	3	3	-	-	-	-	-	-	Passenger train ran off the rails near the Teymouth Station. Two firemen and the driver killed, and the guard, together with a clerk and porter, who were travelling in the train, injured; two passengers slightly injured.
28 July -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Man run over and killed at the Witley Gate public level crossing.
14 Jan. -	Manchester, Sheffield and Lincolnshire.	1	5	-	-	1	2	-	-	-	-	-	-	Tyre of the leading wheel of the engine of a passenger train broke in the Greetwell cutting near Lincoln during a severe frost. Passenger and an engine cleaner killed, and three passengers slightly bruised. The driver and guard also injured.
6 Mar. -	ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods wagon which was standing on a siding too close to the main line at Deating. One passenger slightly bruised.
11 May -	ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	Axle of engine of a passenger train broke near Sheffield. Two passengers shaken.
28 Aug. -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Passenger jumping from a train in motion at the Crowden Station fell and broke her leg.
8 Sept. -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Passenger fell and was injured in incautiously getting out of a train at the Guidebridge Station.
10 Oct. -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Passenger killed in getting out of a train in motion at Guidebridge Station.
19 Oct. -	ditto - - -	-	7	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an empty coal train which was shunting near the Wootton Bassett Junction. Seven passengers injured.
5 Nov. -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	Trespasser severely injured.
15 Jan. -	Midland - - -	-	-	-	-	-	-	-	-	-	-	1	-	Trespasser run over and killed.
7 Feb. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Servant of company crushed to death between buffers whilst repairing goods waggons.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861 : 13 Feb.	Midland—continued. ditto	-	3	-	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train which was standing on the line at the Briggs siding near the Methley Station. Three passengers, and the guard and driver of the passenger train, injured.
15 Feb.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Night watchman killed in attempting to get upon a train in motion.
20 Feb.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard fell from buffer of a train which he was shunting, and was run over and killed.
27 Feb.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously working on the line.
3 May	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter fell between carriages and platform at Derby, whilst endeavouring to prevent a passenger entering a train in motion, and was killed.
20 May	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger knocked down and killed whilst incautiously crossing the line at Cononley.
11 June	ditto	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger seriously injured in attempting to get into an excursion train in motion.
5 July	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a waggon which he was shunting, and was run over and killed.
6 July	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
8 July	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver crushed to death between buffers whilst incautiously shunting waggons.
13 July	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed at night from want of caution.
16 July	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard incautiously shunting waggons, fell, and was run over and killed.
23 July	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
25 July	ditto	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Child, aged six years, struck by a train and killed whilst crossing the railway at the Brightside Lane public level crossing, near Sheffield.
29 July	ditto	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Aug.	ditto	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Servant of Company severely injured by an engine striking him while he was employed in putting a waggon on the line.
22 Aug.	ditto	-	1	-	-	-	2	-	-	-	-	-	-	-	-	Collision between a passenger excursion train and a goods train which was shunting at Sheffield. One passenger and two guards injured.
3 Sept.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector of permanent way incautiously jumped from a train in motion, and was run over and killed.
23 Sept.	ditto	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger excursion train and a goods train which was shunting at the Mangotsfield Station. Nine passengers injured.
17 Oct.	ditto	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get out of a train in motion, fell between platform and train, and was killed.
24 Jan.	Monmouthshire	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Breaksman struck by a train and injured whilst opening a gate at a level crossing.
18 Feb.	ditto	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company riding on steps of break van, came in contact with trucks in a siding, and was injured.
28 Feb.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard of mineral train ran over and killed in a siding whilst incautiously walking on the line.
12 Mar.	ditto	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
1 Apr.	ditto	-	-	-	-	-	2	-	-	-	-	-	-	-	-	Boiler of a goods engine burst at the Newport Station. Two firemen injured.
27 May	ditto	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Contractor's labourer injured in the foot in attempting to get upon a mineral train in motion.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

9

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1861.																
10 June	Monmouthshire—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard incautiously stooping to pick up a letter on the line, was struck by an engine, and had his hand cut off.
14 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
9 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman jumped from an engine in motion, and was run over and killed.
10 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person struck by a train and injured whilst crossing at a footpath level crossing.
3 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (aged and deaf) slightly injured by an engine.
18 Feb.	Newcastle and Carlisle.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
17 April	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard fell from a mineral train, and was killed.
5 Aug.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of mineral train run over and killed, whilst incautiously coupling waggons.
2 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser run over and killed.
10 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Trespasser killed.
16 July	North Devon - -	-	13	-	-	1	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Copplestone Station; 13 passengers and a guard injured.
31 Dec.	North and South Western Junction.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
22 April	North Eastern - -	-	-	-	-	3	-	-	-	-	-	-	-	-	-	Passenger train got off the rails at Malton, whilst passing over points; an inspector in the service of Company, driver, and guard very slightly injured.
22 May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, in attempting to get into a train at the Monkwearmouth Station.
23 Sept.	- ditto - - -	-	-	-	1	2	-	-	-	-	-	-	-	-	-	Explosion of boiler of goods engine, at the Stella Gill Station; guard killed, and engine driver and fireman injured.
12 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Goodland Station, between two goods trains. The wire rope by which one of them was being drawn up the incline giving way, the train ran back down the incline to the station where the other train was standing; no person injured.
13 April	North Staffordshire -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A person who came to the Macclesfield Station, whilst passing over points, fell between the platform wall and a moving train and was killed.
10 May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant supposed to have been run over and killed whilst shunting waggons.
14 May	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child (trespasser) run over and killed whilst playing upon the line near Silverdale.
16 May	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Person run over and killed at a public level crossing at Stoke.
21 June	- ditto - - -	-	8	-	3	-	-	-	-	-	-	-	-	-	-	Passenger train got off the line between Horton and Tufney; driver, guard, and fireman killed, and eight passengers injured.
26 Oct.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, in attempting to get into a train in motion, at the Longton Station.
19 March	North Union - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst unstacking waggons.
13 May	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman, in service of Company, run over and killed whilst incautiously walking on the line.
28 May	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Third class passenger fell off the platform at Preston, and was run over and killed.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
28 Sept.	Oswestry and New- town.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company fell from engine in motion; arm amputated.
9 Oct.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
9 Nov.	- ditto -	-	-	-	-	2	2	-	-	-	-	-	-	-	-	Goods train got off the line between Montgomery and Abermule; driver and fireman killed, and two guards injured.
29 Mar.	Preston and Wyre	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper jumped from a train in motion, and received such severe injuries that death ensued.
5 July	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Person run over and killed whilst crossing the rails on the Fleetwood Pier.
22 Jan.	Rhymney	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breakman, from his own want of caution, fell from a train in motion, and was killed.
19 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service knocked down by a train and killed, whilst incautiously walking on the line.
4 Jan.	Shrewsbury and Here- ford.	2	2	-	-	-	1	-	-	-	-	-	-	-	-	Tyre of a second-class carriage wheel in a passenger train broke near the Dannore Station, throwing the train into a side ditch, which was flooded at the time; two female second class passengers drowned, and two other passengers and a guard injured.
27 May	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst crossing the line.
4 Nov.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Suicide; person laid himself across the rails in front of an approaching train.
21 Aug.	Shrewsbury and Wel- lington Joint.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a public level crossing, near Shrewsbury.
23 Oct.	Shrewsbury and Welshpool.	-	-	-	-	3	2	-	-	-	-	-	-	-	-	Part of a train of waggons conveying contractor's servants, got off the rails near the Harwood Station; three servants killed, and two injured.
14 Jan.	Shropshire Union	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a coal truck in a special goods train broke; no person injured; weather frosty at the time.
14 Aug.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
15 Jan.	South Devon	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Dartmoor Granite Company killed whilst incautiously removing trucks.
28 Mar.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A second-class passenger killed, attempting to get out of a train in motion at the Newton Station.
30 Mar.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion at Tavistock Station, and was killed.
29 May	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Supposed passenger run over and killed whilst imprudently crossing at the Plympton Station.
14 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 Sept.	- ditto -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger (a sailor) jumped from a train in motion near Exeter, and was severely injured.
5 Feb.	South Eastern	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing leading to lime and cement works near Snodland.
16 Feb.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Signalman at Merstham run over and killed whilst incautiously walking on the line.
20 Mar.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion on the 20th March, between Gravesend and Hygham, died on the 28th March.
23 Mar.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger leaning against a carriage at the Plumstead Station, speaking to another passenger, fell between it and the platform, in consequence of the train moving, and was killed.
1 April	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Suicide; a man placed himself in front of a train at Lewisham, and was run over and killed.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

11

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Persons Killed or Injured whilst crossing at Level Crossings.		Train-passers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.														
22 June -	South Eastern—continued.	-	-	-	-	-	-	1	-	-	-	-	-	Platelayer run over and killed in attempting to get upon a goods train in motion.
23 June -	ditto - - -	-	8	-	-	-	-	-	-	-	-	-	-	Collision between an excursion train belonging to the South-Eastern and one belonging to the London, Brighton and South-Coast Railway Company at the Bognor Junction, near St. Leonards Station; 8 passengers injured.
13 July -	ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	Part of a goods train got off the rails in the Strand Tunnel. An engine cleaner who was riding in a van was killed.
16 August -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
20 Sept. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
26 Sept. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger, imprudently standing on the step of a carriage in motion at the Woodwich Station, fell, and was run over and killed.
4 Nov. -	ditto - - -	-	12	-	-	-	-	-	-	-	-	-	-	Collision at the Surrey Canal Junction between a down Great Western passenger train and a down North Kent cattle train, which was crossing from the Brooklands Arms Branch to the down North Kent line: 12 passengers slightly injured.
25 Nov. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	Passenger killed in imprudently getting out of a train in motion at Blackheath Station.
12 Jan. -	South Staffordshire -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
24 Aug. -	South Wales - - -	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed whilst crossing the line at a private level crossing.
29 Aug. -	ditto - - -	-	-	-	-	-	1	-	-	-	-	-	-	A servant of the contractor run over and killed whilst incautiously crossing the line.
19 Oct. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
5 Nov. -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
10 Jan. -	South Yorkshire -	-	-	-	-	-	-	1	-	-	-	-	-	Porter incautiously running in front of a train fell, and had both legs crushed.
11 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Guard of goods train had his arm crushed through his own want of caution.
14 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Porter fell from a train in motion, and was run over and killed.
6 July -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Porter crushed to death from a quantity of iron falling upon him at Sheffield; the Company state from his own want of caution.
10 July -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	Trespasser run over, and leg cut off.
18 Jan. -	Stockton and Darlington.	-	-	-	-	-	-	1	-	-	-	-	-	Contractors' inspector attempting to get upon an engine in motion fell under wheels; leg crushed.
12 March -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Servant of Colliery Company crushed to death between waggons in a siding.
29 March -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Goods guard fell off a waggon whilst shunting, and was killed.
30 March -	ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 June -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Fireman run over and injured whilst incautiously uncoupling waggons.
27 June -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Fireman run over and killed, attempting to get upon a train of waggons in motion.
29 Aug. -	ditto - - -	-	6	-	1	1	-	-	-	-	-	-	-	Special excursion train got off the South Durham line (worked by the Stockton and Darlington) near Howes. Driver killed, six passengers and fireman injured.
30 Nov. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Engineer run over and killed whilst incautiously crossing the line.
14 Dec. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Mineral guard killed whilst incautiously uncoupling waggons.
20 Dec. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	Platelayer fell from a waggon in motion, and was killed.
23 April -	Swansea Vale - - -	-	-	-	-	-	-	1	-	-	-	-	-	Traffic inspector run over and killed whilst incautiously uncoupling waggons.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies Killed or Injured from Causes beyond their own Control.		Servants of Companies Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
25 March.	Taff Vale	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser, aged 91, run over and killed.
25 July.	Vale of Neath	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
12 Sept.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter run over and killed, whilst incautiously shunting coal waggons.
25 Sept.	West Midland	-	13	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train which was shunting at the Dowlais Station of the loop line of the West Midland Railway; 13 passengers and a servant of the Company injured.
17 Oct.	- ditto -	-	13	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train coming from opposite directions at the Shrewsbury Junction; 13 passengers injured.
29 Oct.	- ditto -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train at the Coal-y-Gric Junction with the Monmouthshire Railway; six passengers injured.
15 Jan.	West Hartlepool Har- bour and Railway.	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
9 Feb.	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Child struck by a waggon, and severely injured, whilst crossing at a public level crossing.
29 Feb.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser attempting to get upon a waggon in motion; arm cut off.
27 Mar.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
1 April.	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
1 April.	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser (boy) run over and killed.
27 Aug.	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
11 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and severely injured.
17 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death between engine and waggons, whilst incautiously shunting them.
21 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed whilst incautiously working on the line.
29 Nov.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser had his foot taken off by wheels in attempting to get upon an engine in motion.
TOTAL for ENGLAND AND WALES		44	702	24	7	22	85	66	13	15	2	43	9	2	-	

SCOTLAND.

1861.																
1 Feb.	Caledonian	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter got upon the top of a train in motion, and was killed by coming in contact with a bridge between Nisbail and Glasgow.
7 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman jumped from an engine in motion.
15 Feb.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gateman run over and killed whilst incautiously standing on the line a short distance from the Foot level crossing near Carnarvon.
4 March.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst incautiously walking on the line.
6 April.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard fell from a truck, and was run over and killed.
16 April.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously walking on the line.
16 April.	- ditto -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed.
27 April.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Plate-layer fell, and was run over and killed in getting off an engine in motion.
4 May.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breaksman run over and killed whilst incautiously uncoupling waggons.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from Causes beyond their own control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst running at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
22 June	Caledonian—contd.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger fell and was killed in attempt- ing to get into a train in motion at the Nithill Station.
16 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman getting out of a train in mo- tion fell, and was run over and killed.
29 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Trespasser run over; leg cut off.
14 Oct.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Mineral breakman knocked down and killed (from his own want of caution) whilst coupling waggons.
1 Nov.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Mineral breakman run over and killed whilst incautiously crossing the line.
1 Nov.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer run over and killed whilst incau- tiously working on the line.
2 Dec.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer run over and killed whilst work- ing on the line.
4 July	Dundee and Arbroath	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Foreman of goods station, Dundee, run over and killed whilst incautiously shunt- ing waggons.
17 Aug.	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at Carnoustie Station was run over and killed.
6 Dec.	Dundee, Perth, and Aberdeen Junction.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger got out of a train which had stopped close to the Auchterhouse Sta- tion (although warned not to get out), and was run over and killed.
9 Dec.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company crushed to death be- tween buffer, whilst shunting waggons.
8 April	Edinburgh and Glas- gow.	-	5	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Queen-street Station, Glasgow, between a train of empty carriages which had got off the rails at facing points, and a passenger train on the other line of rails coming from the opposite direc- tion; five passengers and one servant in- jured.
22 Feb.	Edinburgh, Perth, and Dundee.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Mixed passenger and goods train thrown off the rails near the Thornton Junction by a bale of goods which had fallen from one of the waggons; one passenger slightly in- jured.
23 April	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
27 April	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
4 May	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
7 June	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over and killed, from his own want of caution.
3 Dec.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Boy, in service of the Company, riding on step of guard's van, fell, and had his leg cut off by waggon wheels.
1 Jan.	Glasgow and Paisley Joint.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Pointsmen run over and killed whilst in- cautiously walking on the line.
10 Jan.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser severely injured.
16 Mar.	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Goods guard slipped whilst shunting wag- gons, and had his leg broken by the wheels.
25 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser (hawker of fish) run over and killed.
4 Jan.	Glasgow and South Western.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer in Company's service run over and killed whilst walking on the line.
12 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company struck by a train and injured whilst incautiously standing on the line.
15 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard fell whilst shunting waggons; both legs crushed by wheels.
21 Jan.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company had his leg broken from want of caution whilst coupling waggons.
2 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser struck by a train and killed.
6 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over; leg cut off.
14 Mar.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company run over and killed whilst uncoupling waggons in motion.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers killed or injured from their own fault or care.		Passengers killed or injured from their own fault or care.		Servants of Companies or of Contractors killed or injured from their own fault or care.		Persons killed or injured from their own fault or care.		Persons killed or injured from their own fault or care.		Total.		Miles.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
5 April.	Glasgow and South Western—road.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company run over whilst shunting waggons.
18 April.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard jumping from a train in motion injured his foot.
27 May.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train got off rails where the line was being repaired near the Lockwood Station; no person injured.
29 May.	- ditto -	2	11	-	-	4	-	-	-	-	-	-	-	-	-	Passenger train got off the line near Annan Station; post office guard and another passenger killed; 11 others injured: also the driver, fireman, guard, and another servant injured.
20 Aug.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger jumped from a train in motion, and was severely injured.
2 Sept.	- ditto -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Guard of goods train crushed between buffers; arm broken: Company state that the accident occurred from causes beyond his own control.
4 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard run over and, severely injured whilst incautiously uncoupling waggons.
7 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard injured severely in endeavouring to stop waggons in motion.
28 Nov.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed whilst inadvertently crossing the line at the Kilwinning Station in front of an approaching train.
7 Dec.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard crushed to death between buffers whilst incautiously uncoupling waggons.
9 Dec.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter crushed to death between buffers whilst incautiously shunting trucks.
20 Aug.	Great North of Scotland.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a footpath level crossing on the line between Wauchope and Killybeggs Stations.
21 Aug.	Merseyshire	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Child two years' old crept through a wicket gate at Looemouthe, and was run over and killed.
25 Feb.	North British	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst crossing the line at the Portobello Station.
25 July.	- ditto -	-	1	-	-	2	-	-	-	-	-	-	-	-	-	Collision at the Burnmouth Station between a special passenger train and a fish train which was being shunted; one passenger, a guard, and porter, slightly injured.
8 June.	Fortpatrick	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointman run over and seriously injured whilst incautiously walking on the line.
23 April.	Scottish Central	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter killed whilst incautiously uncoupling waggons.
21 June.	Scottish North Eastern	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Person employed in taking delivery of timber at the Brechin Station crushed between buffers so severely that death ensued.
TOTAL for SCOTLAND -		2	18	5	1	-	8	23	9	1	-	7	3	1	-	

IRELAND.

1861.																
17 Aug.	Belfast and County Down.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platfomer found dead on the line near Southfield, having had both legs cut off by a passenger train.
12 May.	Belfast and Northern Counties.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointman killed from jumping from an engine in motion.
17 Oct.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in Company's service run over and killed whilst lying on the line.
16 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter run over and killed from want of caution.
1 Nov.	Dublin and Belfast Junction.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A third class passenger jumped from a train in motion at the Sarsfield Station, and was killed.
16 Aug.	Dublin and Drogheda	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Teespasser crushed to death between waggons in goods station at Drogheda.
10 Sept.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Night watchman run over and killed whilst incautiously walking on the line.

Date of Accident	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured while crossing at level Crossings.		Tree- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1861.																
2 Nov.	Dublin and Drogheda— continued.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A third-class passenger in a state of intoxication run over and killed at the Bessah Station.
19 Jan.	Dublin, Wicklow and Wexford.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell from an engine in motion; arm lacerated and afterwards amputated.
13 May	- ditto -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Ballast engine got off rails near Shankhill station where line was being worked; one labourer injured.
10 Aug.	- ditto -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Greystones Station between the engine and carriage of a passenger train, after engine had been uncoupled; one passenger slightly injured.
14 Jan.	Dundalk and Ennis- killen.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser severely injured.
8 Feb.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of a merchant incautiously embarking railway waggon at Derry Station run over and killed.
18 Jan.	Great Southern and Western (Ireland).	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over and killed whilst incautiously walking on the line.
20 March	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer on line run over and killed in attempting to get upon a ballast train in motion.
20 April	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter struck by iron-rope and killed whilst incautiously shunting waggons at the Bagenstown Station.
30 June	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
6 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
21 Nov.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
3 Dec.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over and killed whilst incautiously standing rails in front of a pilot engine.
29 Jan.	Londonderry and Cole- raine.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Lat coupling waggons run over. Leg cut off.
11 April	Midland Great West- ern of Ireland.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	A third-class passenger independently got out upon the steps of a carriage whilst the train was in motion, and, coming in contact with a bridge, was killed.
12 May	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger (cattle driver) killed in attempting to get into a train in motion at the Longford Station.
22 June	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of the Company (millman) run over and killed whilst incautiously working on the line.
2 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
5 Jan.	Waterford	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser found dead on the line near Maura Station.
7 Jan.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter crushed to death between buffers whilst incautiously passing between waggons.
16 March	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Locomotive driver fell from an engine in motion; arm crushed, and afterwards amputated.
15 May	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter injured from being crushed between buffers whilst incautiously uncoupling waggons.
15 May	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of Company run over and killed whilst incautiously shunting waggons.
19 June	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter run over and killed whilst incautiously crossing the line.
20 Nov.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Gatekeeper struck by a train whilst closing gates at Six-mile Cross.
8 Feb.	Waterford & Limerick	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell whilst incautiously shunting a train, and was run over and killed.
1 Aug.	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Person struck by a train and killed whilst crossing at a private farm level crossing near Kilsheelan Station.
7 Sept.	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
27 Dec.	- ditto -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Tube of an engine of a passenger train displaced. Servant in Railway Clearing-house killed by jumping off the engine; driver scalded.
TOTAL FOR IRELAND		-	1	4	-	1	2	16	4	1	-	7	1	-	-	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	44	762	24	7	22	43	66	13	15	2	43	9	2	—	216	836
SCOTLAND - - -	2	18	3	1	—	—	23	9	1	—	7	3	1	—	39	39
IRELAND - - -	—	1	4	—	1	2	16	4	1	—	7	1	—	—	29	8
GRAND TOTAL - -	46	781	33	8	23	53	105	26	17	2	57	13	3	—	284	883

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, as reported to this Department, during the Year ended 31st December 1861, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1861.		TOTAL in 1860.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - -	44	761	2	18	—	1	*46	*780	29	479
From other causes beyond their own control	—	1	—	—	—	—	—	1	1	—
TOTAL - - -	44	762	2	18	—	1	46	781	30	479
Passengers Killed or Injured owing to their own misconduct or want of caution - -	24	7	5	1	4	—	33	8	15	18
Total number of passengers Killed or Injured from all causes - - - - -	68	769	7	19	4	1	79	789	45	497
Servants of company or of contractors Killed or Injured from causes beyond their own control - - - - -	22	43	—	8	1	2	23	53	17	47
Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - - - -	66	13	23	9	16	4	105	26	104	21
Other persons crossing at level crossings -	15	2	1	—	1	—	17	2	26	1
Trespassers - - - - -	40	9	7	—	7	1	54	13	53	9
Suicide - - - - -	3	—	—	—	—	—	3	—	—	—
Miscellaneous - - - - -	2	—	1	—	—	—	3	—	7	5
GRAND TOTAL - - -	216	836	39	39	29	8	284	883	255	580
Length of railway open on the 31st December 1861, and on the 31st December 1860 -	7,708		1,612		1,423		10,833		10,401	

* Of this number of passengers 38 were killed, and 493 injured from two collisions.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31 December 1861, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Collisions between Passenger Trains - - - - -	4	23	224	-	1	-	-	23	225
Collisions between Passenger Trains and other Trains or Engines - - - - -	25	15	469	1	18	-	-	16	487
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	2	-	6	-	-	-	-	-	6
Passenger Trains or Portions of Trains getting off the Rails - - - - -	7	2	37	7	8	-	-	9	45
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order - - - - -	3	1	5	1	2	-	-	2	7
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	7	3	15	-	1	-	-	3	16
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	1	1	2	-	-	1	3
Trains running into Stations at too great speed - - - - -	1	-	4	-	-	-	-	-	4
TOTAL to Passenger Trains - - -	50	44	761	10	32	-	-	54	793
Collisions between Goods or Mineral Trains or single Engines - - - - -	3	-	-	2	2	-	-	2	2
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	4	-	-	8	4	-	-	8	4
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	1	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	2	-	-	1	4	-	-	1	4
TOTAL to Goods and Mineral Trains - - -	10	-	-	11	10	-	-	11	10
TOTAL to all Trains - - -	60	44	761	21	42	-	-	65	803

SCOTLAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	2	-	6	-	3	-	-	-	9
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	3	2	12	-	4	-	-	2	16
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or other Parts of Carriages or Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	5	2	18	-	7	-	-	2	25
Collisions between Goods or Mineral Trains or Single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - -	-	-	-	-	-	-	-	-	-
TOTAL to all Trains - - -	5	2	18	-	7	-	-	2	25

IRELAND.

Collisions between Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Collisions between Passenger Trains and other Trains or Engines - - - - -	1	-	1	-	-	-	-	-	1
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	-	-	-	-	-	-	-	-	-
Trains running into Station at too high speed - - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	1	-	1	-	-	-	-	-	1
Collisions between Goods or Mineral Trains or single Engines - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - - -	1	-	-	-	1	-	-	-	1
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - - -	1	-	-	1	1	-	-	1	1
TOTAL to Goods and Mineral Trains - - -	2	-	-	1	2	-	-	1	2
TOTAL to all Trains - - -	3	-	1	1	2	-	-	1	3

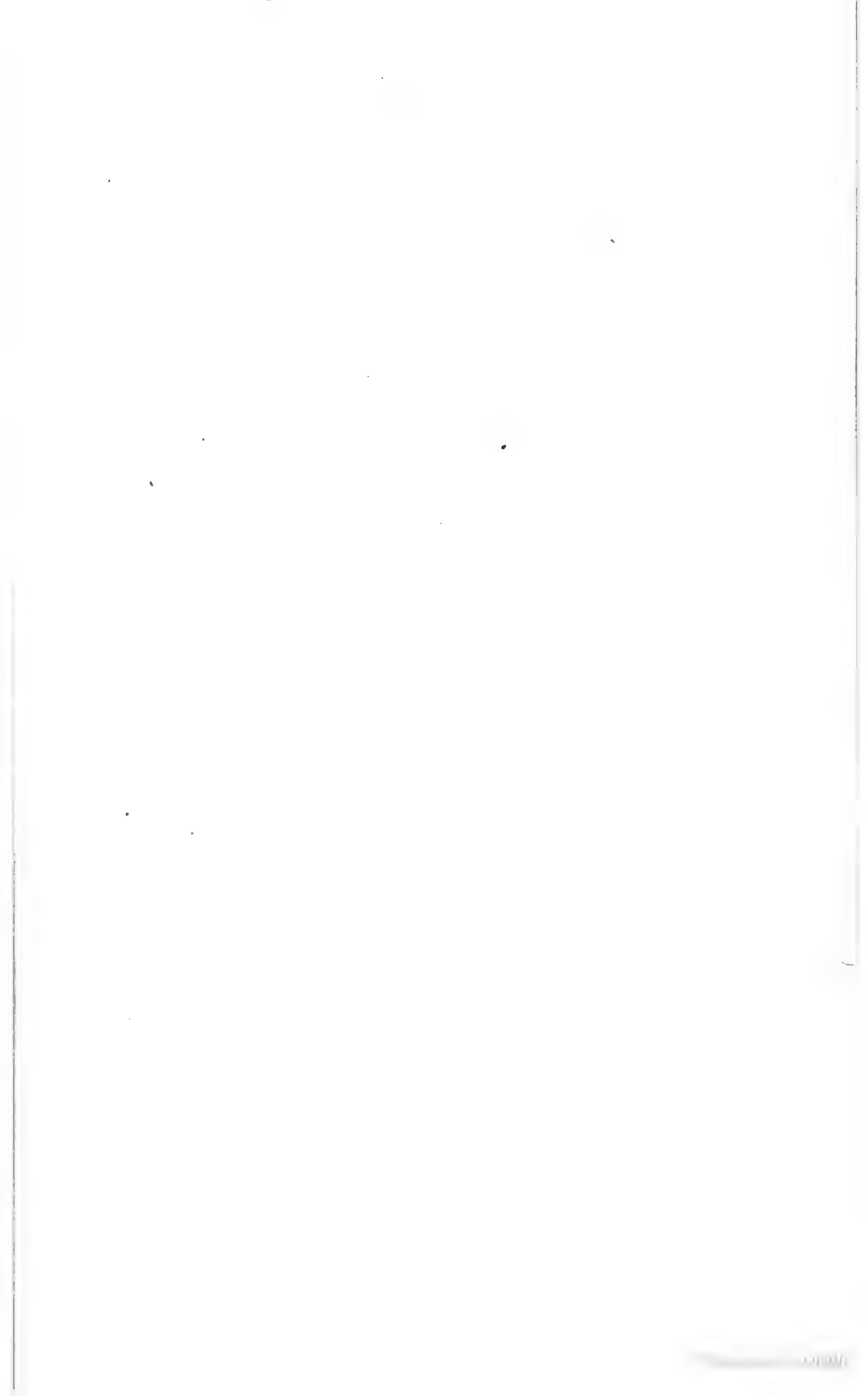
GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons killed and injured thereby, during the year ended 31st December 1861.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers or Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains - - -	4	23	224	-	1	-	-	23	225
Collisions between Passenger Trains and other Trains, or Engines - - - - -	28	15	476	1	21	-	-	16	497
Passenger Trains running into Sidings or off their proper line, through Points being wrong - -	2	-	6	-	-	-	-	-	6
Passenger Trains or Portions of Trains getting off the Rails - - - - -	10	4	49	7	12	-	-	11	61
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	3	1	6	1	2	-	-	2	7
Axles or Wheels or other parts of Carriages of Pas- senger Trains breaking - - - - -	7	3	15	-	1	-	-	3	16
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	1	1	2	-	-	1	3
Trains running into Stations at too great speed -	1	-	4	-	-	-	-	-	4
TOTAL to Passenger Trains - - -	56	*46	*780	10	39	-	-	56	819
Collisions between Goods or Mineral Trains or Single Engines - - - - -	3	-	-	2	2	-	-	2	2
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails -	5	-	-	8	5	-	-	8	5
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggon breaking - - - - -	1	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mi- neral Trains - - - - -	3	-	-	2	5	-	-	2	5
TOTAL to Goods and Mineral Trains -	12	-	-	12	12	-	-	12	12
GRAND TOTAL to all Trains - - -	68	46	780	22	51	-	-	68	831

* Of the above-mentioned number of passengers who were killed and injured by train accidents, 38 were killed and 493 injured from two collisions.

Board of Trade, }
April 1862. }

EDGAR A. BOWRING,
Registrar.



RAILWAYS.

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the
ACCIDENTS and the INJURIES to LIFE and LIMB
which have been reported to the Board of Trade
as having occurred on all RAILWAYS open for
Traffic in *England* and *Wales*, *Scotland*, and
Ireland respectively, during the Year ended the
31st December 1861.

(*Mr. Hunt.*)

*Ordered, by The House of Commons, to be Printed,
1 April 1862.*

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

**During the Months of June, July, August, September,
October, and November,**

1 8 6 1.

(PART SIXTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
February 1862.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY,
FOR HER MAJESTY'S STATIONERY OFFICE.

1862.

[Price 7d.]

TABLE OF CONTENTS.

	Page		Page
DUBLIN, WICKLOW, AND WEXFORD RAILWAY:		NORTH DEVON RAILWAY:	
Captain Tyler's report on a collision which occurred on the 10th August at the Greystones Station between a passenger train and an engine - - -	75	Colonel Yolland's report on a collision which occurred on the 16th July at the Copplestone Station between two passenger trains - - -	106
HAMPSTEAD JUNCTION RAILWAY:		NORTH-EASTERN RAILWAY:	
Colonel Yolland's report on a collision which occurred on the 2d September between an up excursion train from Kew and a train of empty ballast waggons, which was being shunted across the line near Ken-fish Town - - -	75	Captain Tyler's report on an accident which occurred on the 23d September at the Stella Gill Station from the bursting of the boiler of a mineral locomotive engine - - -	107
LANCASHIRE AND YORKSHIRE RAILWAY:		Captain Tyler's report on a collision which occurred on the 12th October at the Gouthland Station between two goods trains - - -	111
Captain Rich's report on a collision which occurred on the 25th October near the Eastwood Station between a passenger train and a goods train - - -	80	NORTH STAFFORDSHIRE RAILWAY:	
Captain Rich's report on a collision which occurred on the 5th November at the Darton Station between a Great Northern mineral train and a Lancashire and Yorkshire goods train - - -	81	Captain Tyler's report on an accident which occurred on the 21st June between Burton-on-Trent and Tut-bury from part of a passenger train leaving the rails -	112
Colonel Yolland's report on an accident which occurred on the 8th November at the Bury Station from part of a passenger train leaving the rails at some facing points - - -	83	OSWESTRY AND NEWTOWN RAILWAY:	
Captain Tyler's report on a collision which occurred on the 22d November at the Elland Station between a London and North-Western passenger train and a Lancashire and Yorkshire ballast train - - -	84	Colonel Yolland's report on an accident which occurred on the 9th November between Montgomery and Abernule from a goods train leaving the line -	113
LONDON AND BLACKWALL RAILWAY:		SHREWSBURY AND WELSHPOOL RAILWAY:	
Colonel Yolland's report on a collision which occurred on the 22d November at the Stepney Station between a passenger train and some goods trucks -	85	Colonel Yolland's report on an accident which occurred on the 23d October near the Harwood Station from part of a train conveying contractor's servants leaving the rails - - -	115
LONDON, BRIGHTON, AND SOUTH COAST RAILWAY:		SOUTH EASTERN RAILWAY:	
Captain Tyler's report on a collision which occurred on the 25th August in the Clayton Tunnel between two passenger trains following on the same line of rails -	87	Captain Rich's report on a collision which occurred on the 23d June at the Bopceep Junction between a South-Eastern passenger train and a London, Brighton, and South-Coast passenger train - - -	116
LONDON AND NORTH-WESTERN RAILWAY:		Captain Rich's report on an accident which occurred on the 13th July in the Stroud Tunnel from part of a goods train leaving the rails - - -	118
Captain Tyler's report on an accident which occurred on the 11th June from a goods train breaking through a bridge near Wootton - - -	96	Colonel Yolland's report on a collision which occurred on the 4th November at the Surrey Canal Junction between a passenger train and a goods train -	119
Colonel Yolland's report on a collision which occurred on the 24th October at the Bay Horse Station between a goods train and a mail train - - -	98	STOCKTON AND DARLINGTON RAILWAY:	
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY:		Captain Tyler's report on an accident which occurred on the 29th August near the Bowes Station of the South Durham and Lancashire Union section of the Stockton and Darlington Railway from part of an excursion train leaving the rails - - -	120
Colonel Yolland's report on a collision which occurred on the 19th October at the Woodhouse Station between a passenger train and a coal train - - -	99	WEST MIDLAND RAILWAY:	
MIDLAND RAILWAY:		Colonel Yolland's report on a collision which occurred on the 25th September at the Droitwich Station on the loop line of the West Midland Railway between a passenger train and a goods train belonging to the Midland Railway - - -	122
Captain Tyler's report on a collision which occurred on the 22d August near Sheffield between a mixed goods train and a passenger train - - -	103	Colonel Yolland's report on a collision which occurred on the 17th October on the Worcester and Hereford section of the West Midland Railway near Shelwick between a goods train and a passenger train -	123
Colonel Yolland's report on a collision which occurred on the 23d September at the Mangotsfield Station between an excursion train and a goods train -	104	Colonel Yolland's report on a collision which occurred on the 29th October at Coed-y-gric between a passenger train and the engine of an empty goods train -	127
NORTH BRITISH RAILWAY:			
Colonel Yolland's report on a collision which occurred on the 25th July at the Burnmouth Station between a fish train engaged in shunting and a mail train -	105		

DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 19th August 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Dublin, Wicklow, and Wexford Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred, on the 10th instant, at the Greystones Station of the Dublin, Wicklow, and Wexford Railway.

*The Secretary of the
Dublin, Wicklow, and Wexford
Railway Company.*

I am, &c.
JAMES BOOTH.

SIR, *Wicklow, 14th August 1861.*

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 10th instant at the Greystones Station of the Dublin, Wicklow, and Wexford Railway.

This station is 17 miles from Dublin, and 5 miles to the south of Bray; and it stands on a gradient falling at the rate of 1 in 80 towards the southward. Besides the single line running past the platform, there is at this station a through siding, connected with it by one pair of points 80 yards south of the platform, and a second pair a similar distance to the north of it, the platform itself being about 100 yards long.

On the morning in question, a short train, consisting of an engine, a third-class break-carriage, and a composite carriage, started from Bray, according to the usual practice, at 8 a.m., to fetch the few passengers who might be desirous of travelling by the 8.40 train from Bray to Dublin *viâ* Dundrum, or the 8.50 train *viâ* Kingstown.

When this train reached Bray, it stopped at the passenger platform, and the fireman uncoupled the engine from the leading carriage, in order to allow it to drop down towards the south points. As soon as the break was eased off, it ran down slowly to those points, and about six passengers got into the carriages which were left behind at the platform.

After the engine had passed through the south points, a porter from the station unlocked them, according to his practice, and held them over for it to run back into the siding, that it might proceed along the siding towards the north points, and thus

get upon the main line and join the other end of the train.

It had already begun to move back along the siding towards the north points, and the porter had got upon the footstep, for the purpose of accompanying it to those points, when the driver suddenly perceived that the carriages were running down upon and were within a few yards of him. He had neither time to proceed far enough to the northward to prevent them from fouling him at the points, nor time to get back out of their way; and a slight collision ensued, which threw the leading wheels of the break-carriage off the rails, broke its buffer planks, and knocked off two of the buffer-heads between the carriages.

Only one of the passengers, who jumped out of the carriage in a state of alarm, appears to have been injured; but if the carriages had not thus struck the engine, they would have run for a considerable distance towards Wicklow before being brought to a stand.

The staff at the station consisted of a station-master and two porters. The station-master saw the carriages running down towards the points from the window of the booking office, but was too late to do any good by the time he came out on the platform; one of the porters was, as I have stated, attending to the siding points; and the other porter was engaged in loading goods in the goods-yard on the north of the station.

A porter from Bray had been sent in the break-carriage, to act as guard to the train; and if he had applied his break, as was his duty, when he arrived at Greystones, the accident would not have occurred, but he fell asleep after leaving Bray, and was only awoken by the shock of the collision. The excuse he makes for himself is that he had been at a "wake" at the house of a friend, and had had no sleep for the two previous nights.

To prevent a similar accident from occurring in future, it will be desirable to provide that the guard shall always uncouple the engine from the train instead of the fireman; and it will be better to keep the carriages away from the platform, and thus to prevent the passengers from taking their seats, until after the engine has run round them, and been attached to the north end of them, in readiness for the return journey towards Wicklow.

One of the pistons of the engine was found to be fractured after the accident, but this, of course had no effect in producing it.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R. E.

HAMPSTEAD JUNCTION RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 24th October, 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the careful consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the

collision that occurred on the Hampstead Junction Railway on the 2d ultimo.

I am, &c.,

*The Secretary to the
London and North-Western
Railway Company.*

J. BOOTH.

[Similar letter sent to the Secretary to the North London Railway Company.]

*Northam, near Bideford,
9th October, 1861.*

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your instructions of the 3d ultimo, the result of my inquiry into the circumstances which attended the dreadful accident that occurred on the evening of the 2d September, on the Hampstead Junction Railway, close to the Kentish Town station, from a collision between an up-excursion train returning from Kew to Bow, and a down-train of empty ballast waggons, in the act of crossing from the up-line, on which it stood (after being drawn out of a siding in course of construction) to the down line, when the engine of the excursion train was thrown off the rails and dragged six of the carriages after it, and then separated from the carriages, and ran down the embankment on the left side, and fell over on to its side, while the de-railed carriages followed, and three of them were precipitated over the wing-wall of an under bridge, into the road below, and they remained, one standing above the other, greatly damaged; the fourth rested partly on the wing-wall of the under bridge and partly over the road, with the coupling chains of the preceding carriage still attached, and partly holding it up, and the fifth remained on the edge of the embankment which is about 29 feet high at the under bridge; some of the trucks of the ballast train were thrown off the line and knocked down the embankment on the right hand side. No less than 16 persons were either killed on the spot or received such injuries as have since caused their death, and it is probable that this number may even yet be augmented. About 20 other persons received severe concussions or had limbs broken, or were severely injured in different ways, while 301 other persons were shaken and bruised, but are not considered to have been seriously hurt. The rails were a good deal bent and torn up for about 150 to 200 feet in length, and much damage was done to the rolling stock.

The circumstances attending this dreadful accident were very carefully investigated before one of the coroners for the county of Middlesex (Mr. Humphreys) on three separate days, and I attended at this investigation, which resulted in a verdict of manslaughter against one of the signalmen; and from the information then obtained, and from previous and subsequent inquiries, I shall endeavour to show the causes which produced this calamity, and state the means that should be adopted to endeavour to prevent a repetition of similar accidents in future.

In the progress of the investigation it soon became apparent that the accident might have been occasioned by defective regulations as to the mode of working the traffic generally, by the absence of the precautions usually adopted, or possibly by a combination of specific acts of neglect on the part of the persons working the trains or in charge of the stations, in the following way:—

1st. From neglect on the part of the servants of the company with the ballast train in coming out of the siding without permission from the signalman at the Kentish Town station, and when the ordinary precautions had not been taken by the signalman to protect the ballast train while in the act of shunting from the siding to the down line.

2nd. From neglect on the part of the driver of the excursion train (Scott), in not keeping a good look out, and in disregarding any danger signals exhibited from the Kentish Town station.

3d. From neglect on the part of the signalman at the Kentish Town station (Raynor), in having failed to protect the ballast train while coming out of the siding, by not exhibiting danger signals on the station and distant signals, or in having taken them off before the ballast train had got clear of the up-line.

Before I proceed to describe the circumstances which preceded the accident it is necessary that I should explain certain facts which are not to be

found in connection with most accidents that occur on railways.

The Hampstead Junction Railway is a double line of railway, about five miles in length, which joins at its western extremity the North and South-Western Junction Railway, and at its eastern extremity the North London Railway at the Kentish Town junction, situated between Kentish Town station on the Hampstead Junction line, and Camden Road station on the North London Railway.

The Hampstead Junction Railway is leased to the London and North-Western Railway Company, who appoint and pay all station masters, signalmen, pointmen, porters and platelayers, and are responsible for the working of the line; but the locomotive power, carriages, engine drivers, firemen and guards are supplied by the North London Railway Company, who get one-third of the receipts arising from the passenger traffic for this service. The arrangement of the trains and time bills is also left in the hands of the executive of the North London Railway Company: but the running of the North London trains on the Hampstead Junction Railway is guided by the regulations of the London and North-Western Railway, and not by their own.

The only trains which use this line throughout the whole length are passenger trains, except when ballasting or any other work which necessitates the use of ballast trains is in hand,—but at Willesden junction the coal trains brought up by the third or goods line of the London and North-Western Railway for the West London or the South-Western Railways are all crossed over the London and North-Western main lines by means of the Hampstead Junction Railway.

The Kentish Town station, which is $8\frac{1}{2}$ miles distant from Kew, is situated on a curve of 30 chains radius, and on an incline of 1 in 101.16 for a length of 45 chains, which incline changes at the station to an incline of 1 in 100 for a length of 64 chains, falling all the way from close to Hampstead Heath station to near to the Kentish Town junction. It is properly protected by semaphore station signals, and by distant signals on each side, all worked from the up platform. The up distant signal between Hampstead Heath (the next station to the west, distant about 5-8ths of a mile), and Kentish Town stations, is 473 yards from the platform, and this up signal is exhibited on the same post, but on the opposite side, as the down distant signal worked from the Hampstead Heath station, from whence the lamp is lit, for the night signals by one of the porters from Hampstead Heath station. The Kentish Town station down distant signal is 417 yards east from the platform, and it is situated close to an under-bridge carrying the railway which at this part is on an embankment of about 29 feet in height, over an occupation road;—the actual spot where the carriages fell over, and also close to a three-throw set of back points, of which one set leads out of the up main line to intended large coal sidings, a second to the main line, and the third to a cross-over road leading to the down line. There is also another cross-over road a short distance nearer to the Kentish Town junction.

These intended coal sidings have been in course of construction for many months past by the London and North-Western Railway Company, and material has been brought up in ballast waggons from the vicinity of Bushey, by that Company's third or goods line of rails, which joins the Hampstead Junction Railway at Willesden, and these ballast waggons are permitted by the signalman at the Willesden junction to go forward between the various passenger trains when the line is clear.

The traffic on the Hampstead Junction and North London Railways between Bow and Willesden junction is worked with the aid of the electric telegraph, but under the different regulations of the two companies, appropriate separate instruments being provided at each station for the up and down lines, in addition to a talking instrument; and the traffic

over the Hampstead Junction Railway is so worked that no train is permitted to pass a station without being retarded by the semaphore signals and the driver cautioned by the signalman, unless an intimation has been received by the signalman through the telegraph from the station in front of the train, that the line is clear up to that station. An exception to this regulation exists with reference to the ballast trains carrying material for the formation of the sidings at Kentish Town.

On the North and South-Western Junction Railway, between Willesden junction and Kew, there is no aid derived from the telegraph in working the traffic, for although an instrument is kept at Acton station, adjacent to the Willesden junction, it is only used to inform the signalman at Willesden what kind of train is approaching, and telegraphic instruments are not provided at the other stations; but no up train can leave Kew for Willesden without the knowledge and sanction of the station-master or his representative.

The operation of carrying materials by the ballast waggons into the siding in course of construction, or of bringing the empty waggons out of the siding on to the up line, and thence by one of the cross-over roads to the down line, had, up to the time of the accident, been carried on, and protected by placing the Kentish Town station and distant signals all at "danger," while the ballast waggons were in the act of entering or leaving the siding, or while they were standing on either the up or down main lines adjacent to the intended siding between Kentish Town station and junction, prior to starting in either direction. These precautions would be sufficient for the protection of the ballast train on the up line from another up train (supposing all the company's servants performed their duty in a proper manner), if the practice adopted in connexion with the working by telegraph were to stop all trains at a station when the line had not been telegraphed clear from the station in front, according to the practice followed on the North London Railway, instead of merely retarding them and cautioning the drivers respecting the preceding trains; but the protection afforded to the ballast train from a down train by the down distant signals situated at the points where the accident actually occurred must certainly be considered as altogether insufficient, and the practice adopted was totally in opposition to the general practice followed on the London and North-Western Railway, and to the requirements of the inspecting officers of the department, who stipulate that the connexion with ballast pits kept open for the purpose of allowing ballast to be taken out should always be protected by specific signals. It is quite true that the operations carried on near Kentish Town station were not those of taking ballast out of a pit, but they were directly the reverse, consisting of the carrying of a very large amount of material to form extensive sidings; and there can be no question whatever, that, considering the magnitude of the work in hand, it was a very grave omission on the part of the executive of the London and North-Western Railway to have failed in covering these operations by proper signals, and placing a signal man in charge of them. It is almost certain that had this been done, this dreadful accident would not have happened.

The persons in the employ of the London and North-Western Railway Company at the Kentish Town station consisted of a station master, who issued tickets and was generally responsible, and two men who work the telegraph and attend to the out-of-door signals, and also act as porters. It was intended that one of the two men should come on duty at 7.30 a.m., and leave at 7 p.m., while the other was to come on duty at 9 a.m., and remain till 10 p.m., or until the last train at night had left, and to change the days for taking the early and late duty. But the persons acting as signalmen at the Kentish Town station altered this arrangement to suit their own convenience, so that they might have on alternate days a long day

and a short, by one of the men coming on duty one day at 7.30 a.m. and remaining till after 10 p.m. or until after the last train at night had passed; and on the following day the same man would come at 9 a.m. and leave at 7 p.m., or as soon as the 6.35 p.m. up regular train from Kew, due at Kentish Town station at 6.57 p.m., had passed. The person who was actually on duty at the time the accident happened was a young man of 19 years of age of the name of Raynor, who has been employed on the railway and at that station for about eight months, and who came on duty at 7 a.m. that morning, was relieved by the other man, who is considered to be the regular signalman (Fessey), a man of experience, at 9 a.m., who continued on duty as signalman and in charge of the telegraphic instrument up to a few minutes past 7 p.m., until the 6.35 p.m. up regular train had left, when he quitted the station and was then succeeded by Raynor, who on this night had to remain until the business of the day was concluded. Instead of this young man a signalman of experience should have been left in charge of the signals when the other man left; this was another important omission on the part of the executive of the London and North-Western Railway Company. It is admitted by both of these men, that when the regular signalman (Fessey) left, the station and distant signals were all placed at "danger," to cover the passage of up and down trains which had just quitted the station. Before I proceed to detail the circumstances that occurred immediately preceding the actual collision, I should explain that in consequence of the curve in the line to the right, when proceeding towards the junction, the driver of an up train in the act of passing the platform at Kentish Town station would not be enabled to make out whether a train of ballast waggons near the points leading into the siding was standing on the up or down line, and he could not see a train in that position until he was nearly abreast of the station platform; and he must run some distance beyond the platform before he could make out whether it was standing on the up or down line; and further, the absence of any red flag or red light and the presence of a white light at that spot on a train would be strong evidence that it was a down train on the down line, as an empty ballast train proceeding westwards would have no business standing there, unless it was covered by the station and distant signals.

About 5.50 p.m., a ballast train, consisting of engine and tender, 19 waggons and a break van reached Kentish Town station from Bushey, and when the train had been placed in the siding, which as already stated is entered close to the under-bridge, and while the men were engaged in emptying the waggons, the driver took his engine to Camden station on the North London Railway for water, and left again, he says, at 7.3 p.m., and returned to the siding at Kentish Town station, and entered it at 7.9 p.m. The engine was then attached to the break van at the tail of the ballast waggons, and the driver, after the 6.35 p.m. up regular train had passed towards Kentish Town junction, says that he sounded the engine whistle to get permission from the signalman on duty at the Kentish Town station (Raynor) for the ballast train to be allowed to come out on to the up line, and he asserts that he did not bring his train out of the siding until he had got that permission, by seeing the signalman wave his hand, and noticing that the up main signal at the platform, and the down distant signal close to the points leading into the siding, were both at danger, the up-distant signal could not be seen from this spot. After bringing the ballast train out of the siding, and leaving it standing on the up line, the engine was detached by the guard, and passed by the cross-over road nearest to the Kentish Town junction, on to the down line, the guard of the ballast train holding the points for the engine to cross over, and from thence by the other cross-over road back again to the up line, but at the other end of the ballast train, the flagman with the ballast train holding the points. The engine was once more

attached to the ballast train, and the driver states that he at once proceeded to put his engine in motion, the flagman again holding the points, so as to take the train by the cross-over road, (over which the engine had just passed, in the opposite direction,) from the up to the down line, and thence away along the down line past the Kentish Town station. The fireman and guard of the ballast train confirm the statement of the driver, that the ballast train was not brought out of the siding until the signalman, Raynor, had given permission, by waving his hand, nor until the up main signal and the down distant signal had been placed at danger. The flagman with the ballast train did not see the permission given by the signalman Raynor, but noticed that the signals had been placed at danger before they moved out of the siding. The signalman Raynor when before the coroner could not remember having given permission to the ballast train to come out of the siding, but on the other hand he maintained that all the signals at the station were up at danger, and not taken off, after the 6.35 p.m. regular up train had left. None of the men with the ballast train could speak to the state of the signals at the time the excursion train passed the Kentish Town station platform. According to the driver and guard of the ballast train, after the guard had given the driver orders to proceed, but before he had actually started, and was still standing on the up line, an up excursion train was seen to be approaching with the steam full on, and travelling at the rate of 40 miles an hour, as it passed the station platform, and it continued to advance without any apparent diminution of speed, until it had got to within 50 or 60 yards of the ballast train, and immediately after the tank engine of the excursion train struck the second truck of the ballast train, as the driver, when he saw the excursion train coming, put his train in motion towards it, in the endeavour to get his own train out of the way, by taking it along the cross-over road leading to the down line, and he had only succeeded in getting his engine, tender, and one truck clear of the up line when the collision occurred. The engine driver and fireman of the ballast train assert that the engine whistle was sounded immediately the excursion train came in sight, and that the whistling continued up to the time of the collision; so says likewise the guard; and also that the fireman waved the red side light of the engine towards the excursion train, while the guard showed a red light with his hand lamp. I should not, however, omit to state that none of the servants of the London and North-Western Railway Company with the ballast train were cognizant of any excursion trains running on the Hampstead Junction Railway at the time, as the 6.35 up train did not carry any tailboard denoting that a special train was to follow it, in accordance with the very proper precaution followed on the London and North-Western Railway.

With respect to this excursion train, it appears that there were five excursion trains from the North London Railway for Kew on the 2d of September, principally composed of persons in the employ of that company, and their relatives and acquaintances, and the special notices issued from the office of the Secretary and General Manager of the North London Railway (Mr. Chubb), directed that these excursion trains should return from Kew between 8 and 9.30 p.m. Some of the cards issued to certain of the excursionists, by those who got them up, contained a notice that they were to return at 7 o'clock p.m., and the station-master at Kew put some of the excursionists into the regular 6.35 p.m. up train, and the next regular train to follow that one was appointed to leave at 7.35 p.m. Finding that the Kew station was thronged after the 6.35 p.m. train had left, and having an empty train standing in the siding, the station master decided in accordance with the discretionary power entrusted to him, upon starting the first of the return excursion trains at 7 p.m. instead of at 8 p.m., or 25 minutes after the regular 6.35 p.m. up train had left, an interval much more than sufficient to allow of the regular train getting past Willesden junction and

under the double protection, if it may be so called, of the telegraphic and out-of-door system of signals. This excursion train consisted of a tank engine and 12 vehicles, of which the one next to the engine was a guard's break van, continuously coupled by Chambers' patent continuous breaks to the two next vehicles behind it, a first and a second class carriage, and with a guard and some signalmen employed on the North London Railway riding in the break van, but there was no second guard with this train, nor any break at the tail of the train. After this train reached Willesden junction it was regularly telegraphed forward from station to station, stopped at the Edgware Road station to let some of the excursionists get out, and might have been stopped at any other station by the usual out-of-door signals, if there had been any occasion to delay the train, assuming that the driver of the excursion train did not disregard the out-of-door signals.

The regular 6.35 p.m. up train passed the Hampstead Heath station at 7.2, and it arrived at the Kentish Town station at from 3 to 5 minutes past 7 o'clock, and after stopping for about a minute, proceeded on its way, and reached the Camden Road station at 7.6 according to the platform foreman, having been signalled forward from the Kentish Town junction at 7.4, and these times are entered in the only record book which appeared to have been kept at any of the stations concerned. The excursion train stopped about 3 minutes at the Edgware Road station, and as soon as it had left, it was telegraphed forward to Finchley Road station, and thence on to Hampstead Heath station, which was passed somewhere between 7.12 and 7.15, the signalman having duly received the telegraphic signal "line clear" from Kentish Town station after the 6.35 train had passed, or the excursion train would not have been permitted according to the regulations to pass Hampstead Heath station without being cautioned.

The regular signalman (Fessey) at the Kentish Town station is admitted to have left his work and the station, after the 6.35 train left, and he states that he did not give the telegraphic signal "line clear" to Hampstead Heath station when that train was gone, but he did telegraph forward to Kentish Town junction "train on line;" neither at the time he left had any permission been asked by the ballast train to be allowed to come out of the siding, and no telegraphic message had been received from Hampstead Heath station that another train was on the line. He also states that on going away he said to Raynor, "When the ballast train wants to come out, see that all the four danger signals are up;" and that it had not been the practice to block the line by telegraph while shunting was going on at the siding, unless the weather was unfavourable; but simply to protect the operation by placing the four signals at danger.

The first portion of the line between Hampstead Heath and Kentish Town stations is on a level for a short distance, and after that, there is the continuous incline to near the Kentish Town junction; and the driver of the excursion train, Scott, (who was swept off his engine and carried down the embankment on the right-hand side in the midst of the broken ballast trucks, when the collision occurred, and had his arm broken and was otherwise much shaken, while the fireman went down the left side of the embankment with the engine and fell under it, and died some days after of the injuries he received,) states that he shut off the steam after he got off the level piece of line, and before he got to the Kentish Town up distant signal (which can be seen for 630 yards before it is reached), and that he found both the up distant and up station signals at Kentish Town station at "all right" for him to pass the station; that he sounded the whistle before coming to the platform, and just as he got through the station, he saw the ballast engine standing on the curve and not in motion, but he did not know whether it was on the up or down-line; that there was no signal whatever, no red flag nor red light on the ballast train, and that when he

first saw it he told his fireman to put on his break as tight as possible, and he did so when about half way between the platform and the spot where the accident occurred; that he did not know at the time whether the ballast train was on the up or down line, and he, the driver, opened his whistle at the same time that the fireman put the break on, because he did not know what the ballast train was doing there; that the ballast train began to move just as he whistled, and that he was about 15 or 20 yards off the ballast train when he saw that the engine was on the crossing; that the ballast engine had one white light, a head light, which he thinks was on the tender; and that the collision took place immediately afterwards, when he was running 15 or 16 miles an hour. He also states that he did not hear any whistle from the ballast engine, until he was right upon them, and then he heard a couple of little sharp whistles. He estimates that he was running 20 miles an hour, when he passed the platform, having slackened speed in running down the incline, and he thinks the driver of the ballast train would have had ample time to get out of the way if he had reversed his engine and pushed the ballast train down the incline in the same direction that he was going, at the moment when his train (the excursion) first came in sight. The guard of the excursion train, Brydges, who had his arm broken and received a severe concussion, was in the break-van that ran over the wing wall of the under bridge and fell down into the road below, and of which the body and carriage were completely destroyed, states, that two of the North London signalmen were riding in the van with him, and they looked out, and he was about to pass between them, when they said, "All right, Joe," and he looked out on the other side, but saw no red light at the Kentish Town station, but only a white light on an engine; that he put on the break just after they passed the platform, but not in time to be of much use, and he put it on, because one of the men said "Good God, Joe, there is something with that engine across our line," and he heard a whistle, but does not know which engine whistled, and his break was put on simultaneously with the whistling. The guard's evidence was entirely confirmatory of that given by the driver, except as to the speed at which they passed the Kentish Town station, which he estimated at 35 miles an hour, a far more probable rate of speed than 20 miles an hour, and more in accordance with all the other evidence given on that head.

One of the signalmen, Cox, who was riding in the guard's break van, who was very much injured, and has since died, stated that he noticed the Kentish Town station signal, and that it stood at "all right;" that as the train was passing the Kentish Town station he was looking out of the break, standing on tiptoe, and had his head out of the front of the break, and that the guard had gone to the other door; that he had no particular reason for looking out, but he did so to see if all things were right; that the steam was off at the time, as the guard had just before mentioned: "We are off to Camden Town now without steam;" that he saw the danger before they came to the spot, as he saw the trucks, and that the driver of the excursion train whistled, and he sang out to the guard. He also stated that he only saw one red light all the way, and that was pulled off when they whistled for it. The other signalman, Woodley, who was also seriously hurt, only saw one red light on the journey, and that was taken off when the whistle was sounded for it; but his evidence was not otherwise of much importance, and in his very weak state he evidently did not like being questioned. It will be noticed that the statements of the men working the ballast train do not accord well with that of those travelling in the excursion train as to the fact of red lights having been exhibited on the ballast train.

The signalman at the Kentish Town station, Raynor, when examined before the coroner, could not remember many of the essential facts which

would have thrown further light on this melancholy accident; and he would not admit that he had performed any act that authorized the ballast train to come out of the siding, or rather, if the signalman Fessey be correct, to allow the ballast engine which was on the down line when Fessey left the station after the 6.35 up train had quitted it, to cross on to the up line and then enter the siding, and after hooking on to the ballast waggons to come out of the siding on to the up line, and then to proceed to shunt and get away; but on the night of the 2d September, on which the accident occurred, he made a statement which was taken down by one of the officials of the London and North-Western Railway, and he corrected it on the following day. It is to the following effect:—

"A ballast train was in the siding, and when the up passenger train due here at 6.57 p.m. had passed, the engine drew the ballast waggons out of the siding on to the up main line, and then the engine ran round to the rear of the train for the purpose of starting back to go home. All the signals, both up and down, were on at danger since the half past 6 p.m. down train, which did not arrive here till near 7; and the 6.57 p.m. up train, which arrived about 5 minutes past 7, had passed. The ballast engine I then saw was ready to start with the ballast train over the crossing on to the down line. Just at this moment I received a telegraph signal from Hampstead that an up train was on the line, and I went outside and took off my main and auxiliary signals, the train having just passed the auxiliary while it was on at danger, but on observing that the ballast train was still on the up line, I put the signals on again immediately. I do not think a second elapsed in taking them off and putting them on again, and the engine of the passenger train was about two or three yards from the main signal when I put it on again. The passenger train came through the station at a very high speed.

"I cannot say whether my up auxiliary signal was lighted or not, as the porter at Hampstead Heath always lights it; but I, myself, lighted all the others.

"I had a notice of excursion trains that were to leave Kew between 8 and half past 9 p.m., but I had no notice of this train, which arrived here about a quarter past 7, being three quarters of an hour before the time specified for the first of these trains to leave Kew.

"I also beg to state that I did not see any flagman belonging to the ballast train signalling between me and the train."

"3d September 1861."

He admitted before the coroner that he had received the telegraphic message from Hampstead Heath station of the excursion train being on the line, and that he acknowledged it, and also that he had telegraphed to the Kentish Town junction, when the excursion train passed, "Train on line," and it was proved that such a message was received at the junction, and replied to, but Raynor did not admit getting the reply. The collision appears to have occurred about 7.15 or 7.18 p.m., 10 or 12 minutes after the 6h. 35m. p.m. up train had passed.

Such are the principal statements on which an opinion must be formed as to the actual cause of the accident, and I have had no difficulty whatever in arriving at the conclusion, that it was directly caused by the neglect of the signalman Raynor in taking off the up-distant and up-main signals before the excursion train came in sight, and while the ballast train was in the act of shunting from the siding to the down-line.

I do not think it was clearly proved that the London and North-Western Railway Company's servants with the ballast train had received permission from Raynor to come out of the siding, but think it probable, that as they were not aware that any change had been made in the time of starting the

first return excursion train, they left the siding after seeing the 6h. 35m. p.m. up train go by without any tail board, on observing that the station and distant signal was at "danger," without having obtained such permission, but on the other hand it does not appear that Raynor made any objection to their coming out of the siding, or he would have shown them a red flag, and stopped their coming out.

To prevent similar accidents in future I would recommend,

- 1st, that the telegraphic system of signalling should be extended on to Kew, and that the regulation of not permitting a train to pass a station until the telegraphic signal "Line clear" had been received from the station in front, as followed on the North London Railway, be adopted in preference to the practice on the London and North-Western Railway, which in my opinion is not sufficient under all circumstances to prevent a collision from taking place.
- 2d, that more experienced signalmen than Raynor should be employed. The safety of the public should not be entrusted to a lad of 19 years of age, paid at the rate of 14s. or 15s. a week.
- 3d, that the construction of such a siding as that near Kentish Town station should, like the connection with ballast pits, be protected by station and distant signals on each side, with a signalman to attend to the signals.
- 4th, that no excursion or special train should be permitted to run at any other than the appointed time, without a special notice tail-board or extra lamp being sent by the previous regular train, according to the practice followed on the London and North-Western Railway.
- 5th, this excursion train should have had another guard with a set of continuous breaks at the tail of this train. If the driver of the excursion train is correct in saying that he sounded the whistle for the breaks when he was half-way between the platform and the spot where the collision occurred, a distance of 447 yards, the

application of the breaks on three more vehicles at the tail of the train might have greatly mitigated the effects, even if it did not prevent this accident. In addition I should observe that as there are heavy rising inclines between Kew and Bow, 1 in 80 and 1 in 95, the absence of a break at the tail of the train, might, in the event of the train breaking into two parts, have been attended with serious consequences. Before Chambers' continuous breaks were introduced on the North London Railway, two break vans and two guards would have been sent with such a train. The value of these breaks is fully admitted by the executive of the North London Railway, and there are no peculiar difficulties in their application to excursion trains on this line, as they are not liable to be broken up and detached at intermediate stations; but they undoubtedly involve a little more labour in making up the trains in the first instance, and the only objection urged against their use on this train by the Locomotive Superintendent (Mr. Adams), was that he did not like two sets of breaks, as they might not work together, and that practically speaking he thought 3 for 12 vehicles, besides the break on the tank engine, was sufficient. I do not think the first objection has any weight, as no two different breaks ever do act together, and it is of no importance that they should do so; and as regards the second, I must maintain, that the larger the proportion of break power that can be attached to a train, the greater will be the chances of safety to all persons in the train when some unforeseen neglect of duty on the part of an individual, like that at Kentish Town station, suddenly occurs.

I have, &c.,

W. YOLLAND,
Colonel, R.E.

*The Secretary to the
Board of Trade,
Whitehall.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department Board of Trade,
Whitehall, 13th December 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Rich, R.E., of his inquiry into the circumstances connected with the collision which occurred on the 25th Oct. near the Eastwood station of the Lancashire and Yorkshire Railway.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

JAS. BOOTH.

*Railway Department, Board of Trade,
Whitehall, 3d December 1861.*

SIR, IN accordance with your minute of the 18th ultimo, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th October between an East Lancashire express passenger train from Bradford to Blackpool and a quick London goods train near the Eastwood station of the Lancashire and Yorkshire Railway.

No passengers were injured, but the head guard of the goods train received some contusions, from which he appears to have recovered. His break van, and the last goods waggon but one, were knocked off the line; the break van being the only one injured.

The quick London goods train from Normanton, composed of an engine, tender, 26 waggons, and two break vans, was late in leaving that station. It arrived at Hebden Bridge station about 4.47 p.m., and left about 4.55 p.m. on the day in question to proceed westward to Todmorton.

The East Lancashire express train was due at Hebden Bridge about 5.5 p.m.

It passed that station without stopping at 5.5 p.m., travelling at a speed of 50 miles per hour, according to the evidence of the station master.

This express train travels on the same line as the goods train as far as Todmorton junction, which is $4\frac{1}{2}$ miles from Hebden Bridge. The express train consisted of an engine and tender, a break van, and two passenger carriages, fitted with continuous breaks, coupled in the order given.

The foreman of porters at Hebden Bridge station states, that he told the engine driver of the goods train, whilst the latter was taking in water, "to be quick and get away, as a fast train would be up shortly." The engine driver denies this.

The signal man at Hebden Bridge states, that he told the head guard of the goods train, as the latter was leaving, "to make haste, as the express train was due in ten minutes." The guard denies this.

No signal was given to either trains at Hebden Bridge. The regulations of the Company provide that the danger signal shall be kept on 5 minutes after a train passes; the caution signal 5 minutes more. The period between the passing of the trains

being stated to be exactly 10 minutes. No signal was shown.

The rules of the Company further provide, that all officers, platelayers, and other persons employed by the Company shall, by raising one, two, or more fingers, notify to drivers, guards, &c. of passing trains, the number of minutes a preceding train has gone by.

A platelayer working on the line about half a mile from Hebden Bridge, and about $1\frac{3}{4}$ miles from Eastwood, states that he held up one finger as the express train passed, to inform the driver that a train was one minute in front.

The fireman acknowledges seeing the platelayer hold up four fingers; that he understood thereby, that a train was four minutes in advance; that it was his duty to inform the driver of the circumstance; but he states that he did not do so, as he thought that the latter must have seen the caution given by the platelayer.

A porter loading goods at Eastwood Mill goods siding (which is on the Hebden Bridge side of Eastwood station) states, that he gave the caution to the express train as it passed, by holding up one finger, and that the fireman saw him. The latter denies his.

The signal man at Eastwood station did not put on the distant signal to danger or caution after the quick goods train had passed.

There is no station semaphore. He admits that the express train followed the quick goods train at two minutes interval; viz. that the goods train passed about 5.5 p.m., the express train about 5.7 p.m.; but he adds, "that his regulations provide that he should 'only stop a train when it is following (at an interval 'of less than five minutes) a slow or stopping train.'" The goods train in question being called "a quick goods train," did not require the following train to be stopped.

This is no excuse for his not putting on the caution signal; but he appears to be a very old man, to have been taken by surprise, and to have rushed out and shown his green lamp, holding out two fingers at the same time, to denote that the goods train was only two minutes in front.

The engine driver admits seeing the green light, but denies seeing the two fingers. The guard of the train who was in the next carriage admits seeing them.

The engine driver says that he shook his fist at the signal man to evince his displeasure at his having allowed the goods train to proceed in front of him, and allows that when he got into the tunnel about 800 yards from the station he knew by the steam in the tunnel that a train had only just gone through it.

The driver's evidence differs from that of the other evidences. He states that he shut off steam before reaching Eastwood station, on seeing the green lamp

held by the Eastwood signalman, and that his speed on passing the station was only 20 miles an hour.

The other evidences show that he did not shut off steam till entering the tunnel, and that he was travelling at the rate of 35 to 40 miles per hour on passing Eastwood station. The latter appears to be the more probable speed, as the rate of running of the express train, according to the Company's time-table, is about 28 miles per hour, and the train left Sowerby Bridge station three or four minutes behind time.

The driver of the express states that he could have pulled up his train in 25 yards;—strong evidence in favor of the continuous breaks attached to his train: but I fear that this opinion led him into a reckless disregard of the signals that he received.

The line from Eastwood towards Todmorton is, on an ascending gradient of 1 in 300, to the mouth of the tunnel, 1,100 yards distant, close outside of which the collision took place. There is a curve in the tunnel, allowing it barely to be seen through by daylight, but not when it is dark or full of steam.

The collision appears to have been caused by the close proximity in which the trains were allowed to travel, and the neglect of the Company's servants:—

1st. In not shunting the quick goods train at Hebden Bridge.

The evidence of the station master, head porter, and signal man at this station shows, that they felt that the goods train, which stopped there for water, was liable to be overtaken by the express passenger train.

2d. In not putting on the distant danger or caution signal at Eastwood after the goods train had passed.

3d. In the reckless disregard by the engine driver, fireman, and guard of the express train, of those signals and cautions that were given, at least one of which each admits having seen.

The whole of the officers and servants concerned have been fined.

The regulations (which provide that express trains travelling at great speed shall not be stopped when following other trains whose rate of travelling is laid down at half that of the express train, unless the latter are called "slow or stopping trains," require alteration.

The want of station semaphores on a line having such traffic as the Lancashire and Yorkshire Railway should be supplied forthwith.

It would further appear desirable to have some mode of communication, by telegraph or otherwise, between Eastwood station and the mouth of the tunnel 1,100 yards on the Todmorton side, if it is necessary that trains should follow each other at such short intervals.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

F. H. RICH,
Capt. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 13th December 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred on the 5th ultimo, between a Great Northern mineral train and a Lancashire and Yorkshire goods train, at

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the Darton station of the Lancashire and Yorkshire Railway.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

J. BOOTH.

[Similar letter to the Secretary of the Great Northern Railway Company.]

Railway Department, Board of Trade,
Whitehall, 4th December 1861.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended a collision that occurred on the 5th ultimo, by a mineral train of the Great Northern Railway Company running into a goods train of the Lancashire and Yorkshire Railway Company at Darton station, on the Barnsley branch of the Lancashire and Yorkshire Railway; by which Henry Sutcliffe, engine driver to the Lancashire and Yorkshire Railway Company, met his death, and George Sutcliffe, fireman, was seriously injured.

Darton station is situated about $3\frac{1}{4}$ miles from Barnsley, and $9\frac{1}{4}$ from Wakefield. The line from Barnsley to Wakefield is used by the Great Northern Railway Company as well as by the Lancashire and Yorkshire Railway Company, but is worked by the officers and servants of the latter.

The approach to Darton station from Wakefield is through a deep cutting and on a sharp curve, and there is no station semaphore.

The distant signal on the Wakefield side is about 550 yards from the station. It can be seen from the station platform, and for a considerable distance when approaching it from Wakefield, but a train coming from Wakefield cannot, in consequence of the curve and cutting, be seen from Darton station platform till it comes within about 350 yards of it. So that if the distant signal was put to "danger" at the moment the train passed it, the driver would not receive any warning till he had got about 200 yards nearer to the station.

A goods train, consisting of engine and tender, ten waggons, and two break vans, belonging to the Lancashire and Yorkshire Railway Company, proceeding from Barnsley to Wakefield, was stopped at Darton at 8.55 a.m., on the 5th ultimo, to take up three waggons.

The porter whose duty it was to attend to the signals at Darton station was sick and absent that morning.

The station master signalled to the Lancashire and Yorkshire goods train to stop. He states that before it had quite done so, he put on the danger distant signal on the Barnsley side, rode in the hind van of the train to the Wakefield end of the platform where the rear break-van of the train came to a stand opposite the signal lever, when he stepped off the van, and put on the "danger" signal for the up line.

Three waggons were then unhooked with the engine, two were put into the siding, and one down the main line with the train. The engine and break-van were then drawn over the points, and turned across the up line into the siding. Before the engine had cleared the up line, she was struck by the engine of a Great Northern mineral train, composed of an engine and tender, twenty empty waggons and one break van, travelling from Wakefield towards Barnsley. The driver and guard of the Great Northern train jumped off, the fireman remained on the engine till after the collision. None of these men were hurt. Henry and George Sutcliffe, the driver and fireman of the Lancashire and Yorkshire engine, had their faces turned in an opposite direction, and being engaged did not notice the approach of the Great Northern train. These men were thrown from the engine. The first was killed on the spot, and George was severely injured in the foot. Both engines were much injured, the Great Northern engine more particularly. Eight of the Great Northern waggons were also broken; three of the number very much so.

The time of arrival of the Great Northern train at Darton is given by some of the witnesses as 8.56; but the guard of the Lancashire and Yorkshire goods train states it to have been about four minutes after his train, which was probably the case, as it is borne out by the evidence of the pointsman at Woolley Colliery.

The Great Northern train was travelling at a speed, variously stated, at sixteen to twenty miles per hour. The engine driver considers that he was about 150 yards from the Lancashire and Yorkshire engine when he first perceived her. He states that he whistled three times, reversed his engine, and though the breaks were put on he saw the collision to be inevitable, and jumped off. The other witnesses give the distance when the engines came in sight of each other as less. They are probably correct.

The guard in the front van of the Lancashire and Yorkshire train states, that the distant danger signal was at "danger" when he was holding the points to allow the engine of his train to cross on to the up line; but there is no evidence, except that of the station master, to show that it was on any sooner. On the other hand the engine driver, fireman, and guard of the Great Northern train stated positively that the danger signal was not on when they passed it; and the pointsman at the Woolley Colliery siding, which is about 600 yards nearer Wakefield than the distant signal-post, states that he noticed the Great Northern train passing the distant signal-post, which is plainly visible from his station, and that the danger signal was not put on for about a minute afterwards.

The evidence of the Darton station master is not supported by that of the guard in whose van he states that he rode from one end of the platform to the other. The guard asserts that this van stopped in a different position to that given by the station master.

Moreover, the guard in question did not see the station master turn on the signal, which he could hardly have failed observing if his van had stopped opposite the lever handle, and the station master had gone direct from the van to the signal lever, as he stated that he did.

The want of a station semaphore in such a position is a serious omission, and should be provided without loss of time.

The engine driver of the Great Northern mineral train showed a want of caution in approaching a station (situated as Darton is) at so great a speed, more particularly as his train did not travel regularly on the line, and was only provided with one break-van to 20 waggons. He further pleaded ignorance of the Lancashire and Yorkshire Railway Company's regulations, which direct a driver to whistle on approaching a sharp curve or a station. He only whistled on becoming aware of his danger. The Lancashire and Yorkshire Company's regulations also direct that the servants of the Great Northern Railway Company shall be acquainted and comply with their rules when travelling over their line:—Neither of these conditions seem to have been fulfilled.

The immediate cause of the collision appears to have been the neglect to put on the distant danger signal on the Wakefield side of the Darton station in proper time.

I have, &c.

To the Secretary,
Railway Department,
Board of Trade.

F. H. RICH,
 Capt. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, November 19th, 1861.

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 8th instant to a passenger train at the Bury Station of the Lancashire and Yorkshire Railway.

My Lords would be glad to be informed of the decision which the Directors may come to with respect to Colonel Yolland's recommendation, as to the removal of the facing points where the accident happened.

I am, &c.,

JAMES BOOTH.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

SM, *Welshpool, 14th November, 1861.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 9th instant, the result of my inquiry into the circumstances which attended the accident that occurred on the 8th instant, at the Lancashire and Yorkshire Station at Bury, when six passengers were injured, two of them seriously.

At this station at Bury there is a loop siding 465 yards in length, which leaves the down main line by a pair of facing points situate about 100 yards east of the eastern end of the down platform, and which joins the down line again further west, by a pair of falling or back points. This loop siding, I understand, was originally constructed for down goods trains to pass through the station yard without passing along the main line, but it has long been disused for any such purpose, and is now only considered as an ordinary siding, and the facing points are directed to be fastened by means of a catch dropping down over a staple, and secured by a padlock; and the catch when so fastened prevents the points from being opened for the admission of a train into the siding. These points are not placed in the exclusive charge of any particular man at the station, and as they are directed to be kept locked, no one is appointed to hold them; but all the company's servants, at times, unlock these points to allow of trains or waggons entering or leaving the loop siding, and they are expected to fasten and lock them up again, when the service has been performed. They are cleaned and oiled by an assistant to the head porter.

The line at this place curves slightly to the right when looking westwards, and the loop siding goes off to the left, commencing at the facing points.

It appears that about 12.38 p.m. on the 8th instant, as the 12.15 p.m. down train from Rochdale to Liverpool, (which consisted of an engine and tender and three carriages, the two last continuously coupled together with Newell's patent breaks), was in the act of pulling up for the purpose of stopping at the down platform, and therefore not travelling more than four or five miles an hour, that the engine passed safely through the facing points along the main line, but the three carriages took the wrong road leading into the loop siding; the engine driver felt a slight jerk after the engine had passed through the points, and on looking back he saw a pair of wheels come from under the leading carriage—a third class—as it was passing a crossing, and shortly afterwards this carriage came in contact with a waggon which was standing on a carriage siding intermediate between the down main line and the loop siding, and had its side knocked in, and the coupling with the tender was snapped. This third class carriage was off the rails altogether, the four wheels having been torn

from under the framing and body, and it lay nearly on its side against the goods waggon, about 80 yards from the facing points. The whole of the persons who were injured were in this carriage, the next carriage was not off the rails of the loop siding, and the last carriage had its trailing wheels only off the same line of rails, and the three carriages still remained coupled together.

An examination was made of the facing points after the accident, and it was apparent that the tongue of the left point rail, 12 feet long, had been recently struck heavy blows both on the outside and inside—the tongue of the right point rail, 13 ft. 6 in. long, had also been struck—and considerable play was found in the heel chair of the left point rail, so that when a train passed over the facing points the tongue would not remain quite close to the rail, even when the catch was on and the lock in the staple, as the lever handle had a good deal of play.

Two of the company's servants stated that they looked at the spot immediately after the accident occurred, and observed that the catch was not on nor the lock in the staple, and that they observed the pointsman, who had last opened these points for the pilot engine to enter and leave the loop siding, put the catch on and also the lock in the staple—but the pointsman denies having put the catch on, although he admits finding the lock not in the staple, and put it on immediately after the accident occurred.

It also appears that this pilot engine with some waggons was admitted into this loop siding more than half an hour before the accident occurred, and the pilot engine came out immediately, and the pointsman says that he then put the catch on, and also put on the lock. The pilot engine at once passed safely over the facing points along the down main line; and about 11 minutes before the accident happened a heavy down goods train also passed safely over the facing points, proceeding westwards. The lock, it is admitted, was useless as a lock, no key being used, as the tumbler could be shaken one way or the other. The connecting rod between the two point rails was also too long, and on the Monday following it was discovered that the inside wooden treenail at the chair of the right point rail was broken, and the ganger of the platelayers put in new treenails in one joint chair, and four intermediate chairs, but he does not admit that more than one of these treenails was broken.

The station-master informed me that he had complained of the state of these facing points to one of the inspectors of permanent way on the 6th September, and the left point rail, which is now in, was shortly afterwards put in to replace a damaged one, but that there was play in the heel chair even when the last point rail was put in. This play has now been done away with by inserting a piece of iron in the chair.

Taking the whole of the circumstances into consideration, I think it is clear that the accident was occasioned by neglect on the part of the pointsman, in having failed to put the catch on the staple, and the lock in the staple after the pilot engine came out of the loop siding; coupled with the neglect of the platelayers in having allowed the facing points to be out of repair. I have no doubt that the engine or tender of the 12.15 p.m. down passenger train knocked the heel of the left point rail to the left, as it passed over the heel of the points, and thus threw the tongue of the left point rail, no longer confined by the catch and lock pressing against the lever handle of the points over to the right, and allowed the flange of the wheels of the carriages to travel on the loop siding or wrong road; and as the two roads diverged from each other the engine dragged the framing and body of the leading third class carriage from over the wheels, one of which came in contact with the crossing, 27 yards from the facing points, and broke a piece off; the flange of the wheel was indented.

To prevent a recurrence of a similar accident, I would recommend that the facing points be removed from the main line, as they are no longer required at this loop siding, which should communicate with the other sidings by means of a through road; and when locked facing points are kept on a main line care should be taken to have them properly locked, and without any play whatever at the tongue or the heel of the point rails.

*The Secretary to the
Board of Trade,
&c. &c.*

I am, &c.
W. YOLLAND,
Col. R.E.

*Lancashire and Yorkshire Railway,
Secretary's Office,
Manchester, 22nd November, 1861.*

SIR, I HAVE submitted to the Directors of this company Colonel Yolland's report on the accident at Bury, on the 8th instant, enclosed in your communication of the 19th instant, and am instructed to inform you that the recommendations therein contained have had the best attention of the Directors, and that they have already ordered them to be carried out.

*The Secretary to the
Board of Trade,
Railway Department.*

I am, &c.,
W. S. LAWN,
Secretary.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th January, 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred on the 22d November last between a London and North-Western Passenger Train and a Lancashire and Yorkshire ballast train at the Elland Station on the Lancashire and Yorkshire Railway.

I have, &c.
*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

[Similar letter to the Secretary of the London and North Western Railway Company.]

SIR, *Derby, 2 January 1862.*

In compliance with the instructions contained in your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 22d November at the Elland Station of the Lancashire and Yorkshire Railway.

This station is $31\frac{1}{2}$ miles from Manchester, and about half way between Halifax and Huddersfield, being rather more than seven miles by railway from each of those places. To the west of it, and about 1,300 yards from it, the Halifax branch joins the main line at the North Dean Junction. The London and North-Western Company have running powers over this portion of the Lancashire and Yorkshire Railway, and 10 of their trains travel daily under those powers between Halifax and Huddersfield in each direction. Eight of these are passenger, and two are goods trains. One of the former, which left Halifax for Huddersfield at 3.30 p.m. on the 22nd November, came into collision with a ballast train which was standing on the main line 132 yards to the east of the Elland station-signal.

The Elland station is dangerously situated for trains approaching it from the directions of Manchester and Halifax, whilst the goods traffic transacted at it is considerable, and the quantity of traffic of different descriptions that passes it is very great. It is provided with a "spectacle" signal close to the booking office, which is used as a station-signal, and with a distant-signal, worked by a wire, 726 yards from it towards the west. The distant-signal cannot be seen from the station, but is obscured from view by a tunnel 418 yards long and 250 yards west of the station, which is frequently filled with steam and

smoke after the passage through it of engines and trains. Neither of these signals are well seen by an approaching driver. The distant-signal, which is first sighted on a curve, is partly hidden by telegraph-posts, and has for its back-ground the abutment of a masonry bridge 18 yards behind it. The station-signal is frequently not visible until after a driver has proceeded some distance out of the tunnel, and got clear of the steam and smoke issuing from it. The gradient between the North Dean Junction and the Elland station is 1 in 300 falling towards the latter, and the line is level from the Elland station-signal to the point of collision.

The London and North-Western train, consisting of a tank-engine, travelling coal-box first, and two carriages, of which one was provided with a break, left Halifax punctually at 3.30. on the afternoon in question. The driver slackened speed to take up a pilotman, as usual, at the north-end of a portion of single line commencing at a mile from the North Dean Junction, and almost stopped his train to allow the pilotman to get off his engine again at that junction. He then started off at his customary speed for Elland and Huddersfield, and finding (according to his own statement) the distant-signal from Elland at "all right," he passed it with his steam on at 20 miles an hour.

He shut his steam off before emerging from the tunnel, preparatory to passing the Elland Station; and as soon as he was clear of the steam and smoke at the tunnel-mouth, he observed that the station-signal was at "danger." He then saw further that there was a ballast train on the main line in front of him, and that a porter was running towards him, and waving his hand as a signal to him to pull up. He whistled for the guards break, and did his best then to stop his train, but he came into collision with the tender of the ballast engine at a speed which he estimates himself at 10 or 12, and which the driver of the ballast train considers to have been 25 miles an hour.

The latter is no doubt an exaggeration, as the damage done was not so great as to warrant the belief that the speed was greater than from 10 to 15 miles per hour. The buffers of the passenger engine were fractured, but the buffer-plank was unbroken. The framing of the tender of the ballast engine was broken, the tank was unseated, the feed-pipe was damaged, and the foot-plate was knocked up; and one of the ballast waggons was knocked off the rails and destroyed. Two of the passengers in the London and North-Western train unfortunately suffered injury.

The ballast train consisted of an engine and tender, ten waggons partly loaded, and a break-van. It was employed in picking up refuse ballast, and had taken up three fourths of its load on the up line, on which it had been previously standing. It was prevented from waiting for the remainder by the approach of

two long coal trains, which had both of them shunting to do at the station, and which required to pass over that line; and it was shunted to the down line (on which the collision occurred) to make way for these trains, at 3.20, about 18 minutes before the passenger train was due. The coal trains had just completed their work, and proceeded on their journey, and the ballast train was about to return to the up line when the passenger train came in sight. The driver of the ballast train, seeing the speed at which it was approaching, and observing that it would not be able to pull up, tried to back his waggons out of the way, but he had hardly got them into motion before he was obliged to jump off his engine to avoid the effects of the collision.

There is one siding on the north, and there are several sidings on the south of the line at Elland; but it appears that on this occasion the south sidings were full of waggons, and that the north siding, though it was not full, was occupied by waggons which had been marshalled there in readiness to be taken away by a train that was shortly expected. The head porter, who ordered the ballast train to shunt to the down line, thinks that there might still have been space for it in the north siding, though the station-master believes that there was not; and the excuses that are made for not making the extra shunt that was required for placing it in the siding are, first, that it would have been in the way of the waggons there standing, and, secondly, that the porters were busily employed in trying to get the coal trains away, and to shunt the ballast train back to the up line out of the way of the passenger train as fast as possible.

The evidence as to the condition of the distant-signal is conflicting. All admit that the station-signal was at "danger;" but the driver and fireman of the passenger train assert, as I have stated, that the distant-signal was at "all right;" while the head porter states that he turned it to danger at 3.5, more than half an hour before the collision occurred, and that he did not afterwards take it off again. The following statement, in which all the men concerned agree, corroborates strongly the evidence of the head porter:—The conductor of the ballast train asked the second porter, in the hearing of the engine-driver, whether the signals were on when he was told to shunt across to the down line, and the second porter answered that they were so, having seen before giving this answer that the lever by which the distant-signal was worked was turned towards danger. This would tend to show that the lever of the distant-signal had, at all events, been turned to danger, and there is no reason to suppose that the signal was not working properly. It could not be seen, as I have before explained, from the station, but it is stated to have remained unaltered since that period.

I am inclined to believe that the truth may lie in this case with the station-porters,—that the distant-signal may have been at danger,—and that, as it was not easy to observe, the driver and fireman of the passenger train may have missed seeing it, and may be really under the impression that it was "at all right" when they passed it.

The driver was a man of good character, who had been in the service of the London and North-Western Company for 13½ years, and had been a regular engine-driver for 12 months. He had driven over this portion of the line every other day for two months, and must thus have become well acquainted with the position of the signals and the nature of the approaches to the Elland station. He has been dismissed from his employment, as well as the guard of the train, since this accident. The latter did not attend at my inquiry, and I had not therefore an opportunity of examining him.

Under the circumstances which I have detailed, I consider the causes of this collision to have been:—1. The shunting of the ballast train from the up to the down line in the face of the through passenger train which came into collision with it. 2. The want of more efficient signals for its protection when it was so shunted, and the dangerous situation of the station at which it was standing. 3. The omission of the engine-driver and fireman to observe the distant signal, which appears to have been at danger as they approached it.

To provide against a recurrence of similar accidents, it is desirable that the signals should be improved and that the station should be protected in a more efficient manner. Telegraphic communication ought to be established between North Dean and Elland, specially to prevent any train from starting from or passing either of them in the direction of the other until the line has been previously ascertained to be clear. The tunnel would thus be rendered more safe, as well as the Elland Station and the remainder of the line to North Dean; and they cannot be considered to be adequately protected without such an arrangement.

I may take the opportunity of adding, in conclusion, that the station at Elland is also much in want of improvement, especially as regards the passenger platforms, which are low, and dangerously narrow. The north platform, situated between the main lines and the north siding, and unfenced from the latter, is particularly unsafe; and the sooner the station is re-modelled and enlarged the better.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary,
Board of Trade, Whitehall.*

*Lancashire and Yorkshire Railway,
Secretary's Office, Manchester,
17th January, 1862.*

SIR,

I HAVE submitted to the Directors of this Company, Captain Tyler's Report as to the collision at Elland Station on 22nd November last, which accompanied your communication of 6th instant; and I am instructed to inform you that the recommendations therein contained shall have the best attention of my Directors; also, that some of them have already been ordered to be carried into effect.

Yours, &c.

*The Secretary of the
Railway Department of the
Board of Trade, Whitehall.*

W. S. LACON,
Secretary.

LONDON AND BLACKWALL RAILWAY.

*Railway Department, Board of Trade,
19th December 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and Blackwall Railway Company, the enclosed copy of the Report made by Colonel Yolland, R. E., the officer appointed by my Lords to inquire into the circum-

stances which attended the collision that occurred on the 22d ultimo, at the Stepney Station, between a passenger train and some goods trucks.

I am, &c.

*The Secretary,
London and Blackwall
Railway Company.*

JAMES BOOTH.

*Railway Department, Board of Trade,
Whitehall, 16th December 1861.*

Sir,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 22d ultimo, at the Stepney Station of the London and Blackwall Railway, between an Eastern Counties up passenger train from Woolwich to Fenchurch Street, and some trucks which had become separated from a London and North-western goods train on its way to Hayden Square, on which occasion about twenty passengers received slight injuries or were shaken, of which injuries, &c. they have subsequently complained.

It appears that on the day named, the 12.40 p.m. goods train from Camden to Hayden Square, consisting of thirteen loaded and six empty waggons and a guard's van, reached Stepney somewhere between 1.26 and 1.30, and as it approached the station it passed inside the distant signal 560 yards from the semaphore junction signal, which distant signal had been taken off for the train to enter the station, and the train then slackened speed and pulled up opposite the platform, so as almost to have come to a stand still, in consequence of the semaphore junction signal being at "danger" against it. But as soon as a down Blackwall train (1.15 p.m.) had passed the junction, the semaphore signals for blocking the down main line and the up branch line were changed, the latter to "all right," for the goods train to proceed, and the driver went ahead. The junction signalman informed me, that when the waggons of the goods train had, as he thought, all passed his box, he put up the semaphore signal for the up branch line again to "danger," and turned off the branch line up distant signal from "danger" to "all right," to allow the 1.5 p.m. up Woolwich train, which was then due, to enter the station, where it was appointed to stop.

When the goods train had got about fifty yards from the signalman's box, along the main line, the signalman discovered that the goods train had not got its break-van attached to the tail of the train, and he immediately opened the window of his signal-box, and called out to the ticket-collector to send some one down the branch line towards Bow, as the distant signal was set at "all right," and there were trucks which had broken away from the tail of the goods train standing on the up line, while an up passenger train from Woolwich was then due. He says he then saw the guard of the goods train running alongside of the detached trucks towards his box, and waving his hand, as he thought, for the purpose of calling his train back.

I should here explain that the up distant signal referred to is a self-acting signal, which is always put on to "danger," by the wheels of the engine passing along the rails pressing down a treadle opposite to the signal; and it is represented to be of an old pattern, which has always worked very well as regards being put on to "danger;" but it has this peculiarity about it, which I have never met with before in a distant signal, that although the signalman at the junction has the power to take the signal off, he is not provided with any means for putting it on to "danger."

The signalman also says, that he did not see the up Woolwich train coming while the goods guard was running towards his box, and not until he was running back towards the approaching train. And further, that if he had had the means of doing it, he could have put the up distant signal on to "danger" for about one minute before the Woolwich train passed the distant signal.

The goods guard states that when his train went ahead, on the semaphore signal being lowered, six trucks and the break-van were left standing on the up line, in consequence of the absence or breakage of a flat cotter, which allowed one of the drawbars to draw out, and on looking round he saw that the dis-

tant signal was set at "all right;" and also that an up Woolwich train was coming, and he ran towards it, and had got about 100 yards back or perhaps somewhat less from his break when the train passed him. He says he called out to the driver as he passed, but the driver did not appear to see him until he called out, as he was standing leaning with his shoulder against the dome of the engine; also that he could not see the driver until the train passed; and when he called out the driver turned round, and he believes he reversed his engine and sounded the whistle, and then jumped off before the collision occurred.

Apparently, the proceedings of the engine driver of the up Woolwich train are most accurately described by the fireman, who says that when they came in sight of the Stepney up distant signal it was at "all right," that his driver had sounded the whistle before, but he could not state whether the signal was against them or not, it was so thick; that he saw it about 200 yards before they got to it, and passed it as usual at "all right;" that his mate shut off the steam outside the distant signal, and he applied the tender break as soon as the driver shut off the steam, in order to stop at Stepney station in the usual way; that after he had got his break on he looked round, and saw the goods trucks on the line in front, and also the goods guard; he thinks they were at the time about 60 or 70 yards from the trucks. The goods guard was whistling with his hand to his mouth, and standing on the Stepney side of an under girder bridge, while the engine was on the girder bridge. This girder bridge is close upon 100 yards from the spot at which the collision is said to have occurred. The fireman considers that they were running about 15 miles an hour when he first saw the trucks, and about 5 when the collision took place. The train consisted of engine and tender, five carriages, and one guard's break, and but little damage was done, the collision being a slight one.

The fireman says he told the driver when he saw the trucks, and then all possible means were taken to arrest the train by reversing the engine, putting the steam on the reverse way, sanding the rails, and sounding for the guards' breaks; also that they were entering the station at the ordinary rate, and should have pulled up at the platform as usual if the trucks had not been in the way.

The collision occurred about 356 yards inside the distant signal, and 55 yards outside the north-east end of the up platform, which extends from thence up to the semaphore signal, and is near 150 yards in length.

The primary cause of the collision was the carelessness of the signalman at the junction in having, in the middle of the day, taken off the up distant signal without having previously ascertained that the goods train had separated into two parts. Still I think it probable that, notwithstanding such carelessness, the collision would not have happened but for the faulty construction of the distant signal, the signalman having no means of putting it on to "danger" without sending a man down to it.

Again, the collision would not have occurred if a better look out had been kept on the engine of the Woolwich train; and in this respect both the engine driver and the fireman in a less degree are to blame. But the fact was, it was raining very fast—a driving rain—and the driver was evidently sheltering himself as well as he could from the blast, no cover of any kind having been provided by the railway company, and he had got an "all right" signal, and was evidently going into the station in the usual manner.

I recommend that self-acting distant signals, which cannot be put on to "danger" by the signalman at the platforms of stations or at junctions, should be altogether discontinued on the Blackwall Railway.

I have, &c.

*The Secretary to the
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 15th October 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report which their Lordships have received from Captain Tyler, R.E., the officer appointed by them to inquire into the circumstances attending the collision which occurred on the 25th August in the Clayton Tunnel, on the London, Brighton and South Coast Railway.

I am, &c.

The Secretary of the JAMES BOOTH.
London, Brighton, and South Coast
Railway Company.

*High Elms, Hampton Court,
5th October 1861.*

SIR,

In compliance with the instructions contained in your letter of the 26th August, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 25th August, in the Clayton tunnel of the London, Brighton, and South Coast Railway.

The Clayton tunnel is situate at five miles from Brighton, on the main line to London. It is approached from the Lovers' Walk Junction, at the end of what may be called the Brighton station yard, on a rising gradient of 1 in 264, four miles and five furlongs in length; and this gradient is succeeded by a falling gradient, also of 1 in 264, extending from the south end of the tunnel for three miles and four chains towards London. The tunnel itself is a mile two furlongs and two chains long, and is quite straight; and the line to the south of it is straight for about half a mile; but the view of an engine-driver running from Brighton to the tunnel is much obstructed by a series of curves, cuttings, and over-bridges, and also by the Patcham tunnel, which is nearly 500 yards long, and $2\frac{1}{4}$ miles distant from Brighton.

The Clayton tunnel is provided with a telegraph for its protection, worked by two signalmen, one at each end of it; and each signalman is furnished with a single-needle instrument, a clock, and a telegraph-bell, in his hut. The signalman at the north end has a semaphore signal at his hut, and a distant signal towards Hassock's Gate and London. The signalman at the south end has a distant-signal only, which is 300 yards from his hut, and is visible for a thousand yards further, to a driver approaching it from the direction of Brighton. It cannot be seen from a greater distance in consequence of the line being curved, and of its running through a deep cutting.

The distant-signals in both cases are of the description known as Whitworth's signals. They are only partially employed on other railways; but, with some modifications, (which have been adopted since these particular signals were first supplied,) they are in extensive use on the Brighton Railway. They may be turned to "danger," or to "all right," by the signalman from his hut, by means of a wheel acting on a wire; and they are provided with an apparatus which causes them to be turned to "danger" also, when they are working properly, by the flange of every engine-wheel that passes over them. To effect this, a treddle is placed inside the near rail, nearly opposite the signal, which is pressed down by the flanges of the wheels. When the treddle is thus pressed down, a vertical arm is lifted in a box at the side of the line; a horizontal slide-bar is released (which is caught by a notch in its upper surface, behind this vertical arm, when the signal is set at "all right"); and the signal is turned to "danger" by the action of weights attached to the further end of the wire which is employed in working it.

The line is, as I have already observed, much obstructed between Brighton and the Clayton tunnel; and, in places, a driver can hardly see a quarter of a mile before him, independently of the Patcham tunnel. Extra care and precaution ought, therefore, to be taken, in working it, to provide for the safety of trains following each other at short intervals in both directions; but there has been no other protection hitherto for the traffic passing over it, than that afforded in the usual rule contained in the printed regulations, prescribing an interval of five minutes between trains following one another upon the same line of rails; and even this interval has not been rigidly observed.

Such being the condition of the line, the situation of the tunnel, and the means employed for the protection of the traffic passing through it, I will next proceed to describe the way in which the collision occurred.

On the morning in question, (Sunday, the 25th ultimo,) three passenger trains started from Brighton for London, under the direction of the station-master. That officer states the times at which he despatched them to have been 8:22, 8:27, and 8:36, by his watch; but the evidence of the guards, drivers, signalmen, and others, to which I shall further refer hereafter, leaves no doubt that they actually left the Brighton station at about 8:28, 8:30 or 8:31, and 8:35; instead of 8:5, 8:15, and 8:30, the times at which they were advertised to start, respectively.

The first of these trains was an excursion train from Portsmouth to London, running once a fortnight; and notified by a special time table, which had been issued to those concerned, to leave Portsmouth at 6 a.m., to pass Brighton at 8:5, and to reach the Norwood Junction at 9:20, London Bridge at 9:40, and the Victoria Station at 9:45 a.m. It consisted of an engine and tender, and 16 carriages, including two break-carriages, one behind the tender and the other at the tail of the train. It was 23 minutes late in leaving Brighton, in consequence of its having lost time by degrees in stopping at sixteen stations between Portsmouth and Brighton, and of its not having arrived at the latter place until 8:16. The self-acting distant-signal south of Clayton Tunnel failed to act, and did not turn to danger, as it ought to have done, when this train passed it. The train, however, proceeded through the tunnel at a speed of 25 or 30 miles an hour, and went forward towards London without stopping, until it reached the Norwood Junction, which is eight and a half miles from London.

The second train was a regular excursion train, due to leave Brighton every Sunday morning at 8:15. It consisted of an engine and tender, and 17 carriages, including two breaks, and was delayed in starting in consequence of the lateness of the first train. It started, however, at 8:31 according to the evidence of the driver, who took his time from his watch, which was right by the clock in the yard; at something after the half hour, according to that of the fireman, who noticed the same clock as he passed it; and at 8:30 according to the under-guard, by the clock at the station, which is stated to have been two minutes slower than that in the yard. It approached the south end of the Clayton Tunnel before the first train had been telegraphed out of the north end, and the signalman at the south end had not turned his distant signal to danger after the passage of the first train, so that the driver found that signal at "all right," and passed it with his steam on.

The excuse made by Killick, the signalman at the south end of the tunnel, for not having turned his distant-signal to danger after the first train in passing had failed to work it, is simply that he was unsuccessful in an attempt to do so, and that the second train came up before he had time to get it on. There appears to have been nothing to prevent his turning it to danger at once after the first train passed it, if he had noticed that it did not act, and that his bell did not ring when the train went by it; but, in

any case, he did not do so; and, as it was not at danger for the second train, he came out of his box with his red flag in his hand, and waved that flag violently when the second train approached him. He states, himself, that he waved his flag when the train was half way between his distant-signal and his box, or about 150 yards from him; but the Company's servants with the train say that he did not come out of his box until they were within a few yards of him; and the driver only shut off his steam as he was entering the tunnel, to stop the train in obedience to the red flag.

The driver of this second train says that he then brought his train to a stand about 250 yards inside the tunnel, which he certainly could not under the circumstances have effected; and that he did not afterwards back his train, though he believes that the engine and carriages might have moved back about 30 or 40 yards from the rebound of the buffers. This was impossible, at all events as far as the engine was concerned; and it is clearly proved by the other evidence, that, after bringing his train to a stand in the tunnel, he backed it for a considerable distance, and was still pushing it backwards when it was run into from behind by a third train, to which it will next be my duty to refer.

The third train was the ordinary passenger train from Brighton to London, and it consisted of an engine and tender and 12 carriages, of which two were breaks, one behind the tender and the other sixth from the tail of the train. It was due to start at 8-30, but started at 8-34½, 8-35, 8-36, or 8-37, according to different credible witnesses, taking their time from different clocks. It may be said to have started about four minutes after the second train, and that train to have started about three minutes after the first train. Those are the intervals given by the signalman of the Company stationed at the Hastings Junction, in the Brighton Station Yard, who noticed the times at which the three trains passed him to have been 8-29, 8-32, and 8-36, by his own clock. There is evidence of their having been even nearer together, one gentleman stating that the first train had not passed the ticket-platform before the second train was started, and another having observed that the second and third trains started, respectively, at 8-31 and 8-34½ by his watch. One passenger only gives the time of the starting of the third train as 8-37 by the clock on the stores in the station yard as he passed; but this clock was, as I have already stated, two minutes faster than that on the platform.

The driver of this train proceeded in due course to the Clayton tunnel. He found the distant-signal from the south end of it at "all right," and saw the signalman, when he was 150 yards from him, holding out a white flag to invite him to proceed; and he passed into the tunnel at a speed of about 25 miles an hour, according to his own estimate, which is probably under the mark. He soon after saw two red lights from a train in front, and had not much more than time to shut off his steam and reverse his engine, while his fireman applied the tender-break, before he came into collision with it.

The engine of the third train mounted the framing of the break-carriage at the tail of the second train, and knocked the body of that carriage off to the right. It then ran forward upon the carriage in front of it, and, after pushing it forward for some distance, was at length brought to a stand, resting upon it in a nearly upright position. The funnel of the engine struck against the roof of the tunnel, which is 24 feet high, and was knocked off; so that the engine must have been thrown up on these carriages to a height of 10 feet. The mark left by it on the roof of the tunnel was 220 yards from the south end; and it stood finally, in the position referred to, at 255 yards from that end. As the collision must have occurred at some little distance from the point where the funnel struck the roof, it would appear that the second train must have been pushed forward at least 50 yards by the force of the collision.

The guard who was riding in the break-carriage behind the second train, jumped out of that car-

riage just before the collision occurred, and thus escaped unhurt; but the passengers in the second carriage, upon which the engine mounted, met with an awful fate. Twenty-one dead bodies were taken out from under the engine, and three persons were extricated alive. Altogether, out of 589 passengers who were travelling in the two trains, 23 have lost their lives by the collision, and 176 have been more or less injured, some of them slightly, but others in the most serious manner. The guard, even, in the front break-carriage of the second train, riding next behind the tender, was nearly killed, and now lies in a precarious condition.

But I need not dwell upon the horrors of the scene, or of the events that succeeded it. I will proceed to describe the evidence of the signalmen, and the way in which the two trains came to be in the tunnel at the same time on the same line of rails.

The signalman stationed at the south end of the tunnel was named Killick, and the signalman at the north end, Brown. They were each provided, as I have before stated, with a bell and a single-needle telegraph-instrument of the ordinary description. When a train entered at the south end of the tunnel, a beat of the needle to the left rang the bell and announced it to the north end; and this was acknowledged by a similar beat from the north end. As it went out again, a beat to the left and one to the right (also ringing the telegraph-bell) was passed from the north end, and was acknowledged by a beat to the right from the south end. Two beats to the left and right from either end announced that the tunnel was blocked altogether, and the needles remained in a vertical position when they were not in use.

Killick and Brown agree, in effect, in stating that the usual telegraph-signals were exchanged with regard to the first train; that "train in" was sent from the south end for it as it entered the tunnel, and duly acknowledged; and that "train out" was sent from the north end after it went out of the tunnel; but after this latter signal their statements disagree to an extent which renders it impossible that they can both give a true version of what occurred.

Killick alleges, on the one hand, that when he received "train out" from Brown for the first train, (after he had shown his red flag to the driver of the second train,) he gave "train in" to Brown "as quick as lightning" for the second train; and that he then, without waiting to see whether it was acknowledged, left his box to show a white flag to the guard of the second train, to intimate to him that his train might pass on through the tunnel. Brown asserts, on the other hand, that he received "train in" for the second train about a minute after he gave "train out" for the first train, and that he acknowledged that signal half a minute after he received it.

Killick says that he afterwards asked Brown whether the second train was "out" on the approach of the third train, and that he only lowered the signal for that train to proceed because Brown answered this question in the affirmative; while Brown declares that no signal passed between Killick and himself after he received "train in" for the second train, until Killick sent him a message, in the latter portion of which he reported the collision to have occurred.

The first part of that message, according to Brown, was, "*the train was not out;*" and Brown understood this to be a question asking him whether the first train was out, and answered "*yes,*" in spite of his having received notice, by his own admission, of the second train having entered the tunnel some minutes before. The second part of it, continued at once by Killick, was, Brown says, "*no, they are run into each other.*"

It will thus be observed, that Brown admits having made the mistake which Killick imputes to him, of reporting the second train to be "out" whilst it was still in the tunnel, and of believing, what he understood to be a question put to him by Killick to apply to the first train instead of the second train; and that he materially differs from Killick only when he asserts that this question was addressed to him at a time when his reply must have been too late to have

caused the accident, instead at a time when it would directly have led to it.

The evidence of Killick is confirmed in two important respects by the statements of others. A passenger of the name of Lower saw him waving his white flag at the mouth of the tunnel from a carriage in the second train while that train was in the tunnel; and the under-guard of the second train saw his distant signal turn to "danger" as he passed it in travelling towards the tunnel. It is not at all likely, either that he should have waited for a minute before giving "train in" for the second train, after receiving "train out" for the first train, as stated by Brown; or that he should have taken off his distant signal again for the third train, if he had not received from Brown the mistaken answer to his question in regard to the second train, which Brown admits having given to him, before he turned that signal to "all right."

At the same time, from the confusion and agitation which Killick admits himself to have felt, and which is not otherwise satisfactorily to be accounted for, even at the short intervals at which the trains were running, and from the period, according to the evidence of the driver, fireman, and guards of the second train, at which he came out of his hut with his red flag, or attracted their attention with it,—it would seem that Killick can hardly have observed that the first train had failed to turn his distant signal to danger until after the second train had passed it and was approaching him. He says, himself, that he only began to wave his flag to the second train when it was 150 yards from him, and the evidence of the other servants of the company to whom I have referred, tends to show that the train was even nearer to him.

At the same time I must here observe, that he ought to have been supplied with a semaphore signal at his hut, and a distant signal further away from him,—with signals, that is to say, similar to those supplied to the signalman at the north end of the tunnel, but adapted to the particular spot at which he was posted;—and that the possession of a semaphore signal, which it would have been his duty to place at "danger" when the first train entered the tunnel, would have enabled him, and would probably have caused him, to exhibit a fixed danger signal to the driver of the second train from the moment at which he came in sight of it, instead of coming out of his hut at the last moment with his red flag, to give a signal of a less satisfactory character.

I had the advantage in this case of being present at the able and careful investigation which was conducted by Mr. Black, the coroner for the borough of Brighton, on the view of the bodies of the sufferers; and, after hearing the evidence, and giving my best consideration to the whole of the circumstances, I have come to the conclusion that this very serious collision was brought about in the following manner:

The three trains were started from the Brighton station within an interval of about seven minutes,—say three minutes between the first two, and four minutes between the last two, by the station-master; and nearly the same intervals remained between them as they successively approached the south end of the Clayton tunnel.

The signalman at that end of the tunnel, Killick, did not, perhaps, observe that the first train failed to turn his distant-signal to danger in passing it, or until it was too late to employ it for stopping the second train, travelling, as it was, so quickly after the first train. He then very properly waved his flag towards the second train, because he had not been informed of the first one having got through the tunnel.

Either the second train, however, or Killick, turned the distant-signal to danger about the time that train passed it; and that train was subsequently stopped in the tunnel under its protection.

So far, there was nothing that need have occasioned a collision. The first train had proceeded forward

on its way to London. The second train drew up in the tunnel, in obedience to Killick's red flag, and was adequately protected by his distant-signal. The third train was approaching that signal, and would have had the means of stopping short of the tunnel if it had been kept at danger.

But Killick next enquired too impatiently of Brown whether the second train had passed out of the tunnel, little thinking, that, after coming to a stand in it, it was being backed towards him. Brown, believing the enquiry to refer to the first train, answered "Yes;" and Killick took off his signal, exhibited his white flag, and allowed the third train to proceed forward with undiminished speed to the tunnel mouth.

Nothing remained then to prevent the crash that followed. The driver and fireman of the third train suddenly saw two red tail-lamps in front of them; they had not time to do much towards slackening their speed; and the two trains met, the one proceeding forward, perhaps, at a speed of from 20 to 25 miles, the other backward, at a speed of 5 miles an hour, about 200 yards within the tunnel.

It would appear from the evidence of the signalman at the Hastings Junction, who did not look upon the intervals between any two of these trains as very unusual, and who had ceased in practice to require an interval of more than three minutes between the trains, that the station-master who started these three trains from Brighton only did on this occasion what he had not unfrequently done before, in reducing the intervals between two trains to less than five minutes, though he did not act in accordance with the printed regulations of the Company. He occasioned, by this course, greater risk to the trains before they entered the tunnel than afterwards; because, if one of them had slackened speed materially, and had broken down, and been brought to a stand on its way to the tunnel, on a part of the line on which the view was much obstructed, the following train would have been in danger of running into it before it could be properly protected by its guard running back with his hand-signal; and he could not have expected this particular accident to occur.

The signalman, Killick, if he overlooked, in the first instance, the non-working of the distant signal, had it "at danger" at all events after the second train passed it; and, looking to the system under which he worked, he cannot be said to have done wrong in allowing the third train to pass him after he received intelligence of the second train having left the tunnel. At the same time, a more prudent man, with a moment for consideration, would not have enquired whether the second train was out of the tunnel so soon after waving a red flag to it, but would have kept up his signal against the third train, and waited to ascertain whether the second train had proceeded through, or whether the driver in obedience to his red flag had brought that train to a stand in the tunnel.

The signalman Brown appears to have made a simple, though momentous mistake, in supposing that the question addressed to him by Killick, as to whether the train was "out," applied to the first train instead of to the second train.

The driver of the second train committed a grievous error, as it turned out, in backing his train after bringing it to a stand in the tunnel; but it was evidently an error on the side of over-caution. If he had acted strictly according to his regulations, he would have remained where he was, and sent his guard back to ascertain the cause of the stoppage; but this would have subjected the passengers to a very disagreeable detention in the tunnel. If he had been a less cautious man he would have proceeded slowly to the north end of the tunnel; but he would have disobeyed his regulations in doing so, and would have been liable to severe punishment if he had met with any accident. His position was no doubt a difficult one; and he acted for the best according to his judgment, under the belief, no doubt, that he was

protected by the telegraph, and that the signalman would expect him to pull up as soon as he could after seeing his red flag.

I was somewhat surprised to find that no record-books were kept, either by the station masters at Brighton or Hassock's Gate, or by the signalman at the Hastings Junction, or by the signalmen at the Clayton Tunnel. Books of this description, in which the times of starting or passing of all trains, or of the despatch or receipt of telegraph messages, are entered in ruled columns, are commonly employed on many lines of railway; are more particularly required where men, working a tunnel with one telegraph-needle for two lines of rails, are obliged to trust to their memory; and are useful in tending to ensure, on the part of station-masters and signalmen, greater attention to their signals and telegraph-needles, and a stricter performance of their duties. A man is obviously less likely to commit an irregularity of any sort in duties of this description, when he is himself compelled to make a permanent record of it, liable at any time to be brought against him, open to observation on periodical or irregular inspections, and checked by other records made by responsible officers, within a short distance, and perhaps on both sides of him.

If the Brighton station-master had been compelled to keep such a book, either he would have been more particular about the times at which he started the trains and would not have got into the habit of starting them at intervals of less than the five minutes prescribed by the regulations, or else such irregularities would have been brought to the knowledge of the traffic manager; and if the question had thus come before the traffic manager,—if he had found that it was inconvenient to preserve even five minutes of interval between the trains upon this obstructed portion of line, it cannot be doubted that in authorizing any reduction in that interval, he would have adopted some means at the same time for securing the safety of the traffic. As it happened, that officer was unaware, as appeared from his evidence, that a less interval than five minutes was allowed, and he considered that it was the positive duty of the station-master to have preserved that interval between all trains starting from the Brighton station.

If, again, the signalman Brown, at the north of the tunnel, had been provided with a record-book, and had, in addition to receiving the message "train in" for the second train, written it down in his book, with the time at which it came to him,—he would certainly have been less likely to report that train "out," when he was asked afterwards whether it was out, or to misunderstand the question addressed to him, and apply it to the first train, which he had previously reported "out."

This keeping of record-books, as well as the mode of working telegraph-instruments, with the number of telegraph-needles employed, and, generally, the proper intervals to be maintained between the trains, and the best mode of preserving those intervals, are often regarded as mere matters of detail in railway traffic, and do not receive the consideration that they deserve. Instead of being, as many suppose, of minor importance, they are, in fact, just the points upon which the safety of the traffic mainly depends, from collisions between trains following one another upon the same line of rails; and I consider it only right to make a few general observations in this place in regard to them, as they have been brought prominently forward in connection with the present accident.

The rules most commonly laid down upon the different railways, for the purpose of preventing trains following each other upon the same line of rails from coming into collision with one another, are, that there shall be five minutes between them, or, which answers this purpose, that after any one train has passed any station, junction, level-crossing, or siding, at which a signal man is stationed, the danger-signal shall be exhibited for five minutes, and the

caution-signal for five minutes more; and the plate-layers are also expected, when they are at work, to assist in preventing the trains from running too closely upon one another. In this manner an interval of time is preserved between the trains, which answers the purpose tolerably well when they run pretty much at the same speed, when the line is not crowded with traffic, when the drivers can see for a considerable distance before them, when the points at which warning is afforded are sufficiently near together, and when the prescribed intervals are in practice strictly preserved. It does not always prove to be sufficient, however, even in these cases. One of the most fatal of the accidents that ever happened in the United Kingdom, for instance, that at Straffan in Ireland, in which 15 people lost their lives, arose from the breaking down of a passenger train, and the collision with it of a following goods train, running half an hour behind it, upon a straight line three miles long, on a misty evening, after these precautions had been attended to; the driver alleging that the guard had not gone back sufficiently far to protect it, and the guard that the driver had paid no attention to his signal.

But in many cases, and on many lines of railway, the above conditions do not exist. The exigencies of the traffic prevent the intervals from being strictly kept, and they become habitually disregarded. The trains run at various rates of speed, from 10 miles an hour or less, in the case of a heavy mineral train, to 60 miles an hour or more, in that of an express passenger train; and such intervals become useless, while much longer intervals are in themselves insufficient. Obstructions to view occur, which prevent a driver from seeing perhaps more than a couple of hundred yards before him, and thus increase the risk of his catching up another train, or of running into collision with one that has become wholly or partially disabled; and these obstructions to view may arise either from the condition of the line or from the state of the atmosphere.

I need not here quote the long catalogue of collisions that have occurred from time to time in the attempt, almost universally made in the first instance, to secure safety by means of an interval of time interposed between the trains; but I will just refer to one recent instance, which proves plainly how unsafe it may be under certain circumstances to rely upon almost any interval of time, and which shows further how economy of time may be effected, and increased safety may also be obtained, by the employment of other means which I shall afterwards describe.

On the evening of the 21st January of the present year, the 7.30 p.m. mineral train for the Prescott Junction (near Birmingham) started from Preston at 10.40, more than three hours after its proper time. It consisted of an engine and tender, 19 waggons loaded with Ulverston iron-ore, 6 waggons loaded with goods, 9 empty waggons, and a break-van; and it had an additional engine behind it, to assist it in surmounting the heavy rising gradients (including 5 miles of 1 in 100 between Preston and Wigan) with which it would meet in the first ten miles of its journey.

The night inspector at Preston started this train under the impression that it would have had ample time to reach the Preston Junction, (between the North Union Railway and the Liverpool and Manchester Railway,) which was $21\frac{1}{2}$ miles from Preston, and to shunt there out of the way of the mail train which was due to follow it. The mail train had been telegraphed 28 minutes late from Carlisle, and it actually started from Preston 38 minutes late, and 38 minutes after the mineral train, which had been sent away from Preston at the time at which the mail train was due to leave that station.

In the working time-tables of the London and North-western Company, the mineral train was timed to run between Preston and the Preston Junction in an hour and twenty-five minutes without

stopping, and the mail train was timed to run the same distance, including a stoppage at Wigan, in 37 minutes; so that if the two trains had travelled at the speed at which they ought to have travelled, the mail train would even then have caught up the mineral train 10 minutes before it reached the Preston Junction.

But, as it happened, the rails were slippery, the mineral train was unable to travel at the required speed, and a serious collision between the two trains actually occurred much sooner than it ought to have occurred, whilst the mineral train was travelling through a foggy cutting at a speed of about six miles an hour.

This is not a solitary instance of trains being brought into collision with one another after having been started at intervals of time insufficient to enable them to reach their journey's end in safety at their ordinary rates of speed; but it is a strong illustration, showing how utterly insufficient intervals of time may be, when these are alone relied upon for safety. Even 38 minutes was 10 minutes too little to allow of the mineral train reaching its destination before being caught up by the passenger train; and no interval of time that can be expected to be allowed in practice is sufficient, of itself, to provide satisfactorily for the safety of traffic of this description, in which very fast trains follow very slow ones over long distances on a foggy night.

In my report upon that accident, on the 28th February last, it became my duty, obviously, to recommend, that, amongst other things, the fast night mail-trains should not be despatched—for instance—from the Preston Station until after the line had been previously reported by telegraph to be clear to Wigan, or from Wigan until it had been reported clear to the Preston Junction.

The experience of accidents in various parts of the country at length induced the managers of railway companies to bring to their aid the electric telegraph, by the employment of which they were enabled in this manner to interpose an interval of space instead of an interval of time between their trains, allowing no train to start from one telegraph-station until the line was reported by telegraph to be clear to the next station. This method, found at first to be essential for the protection of trains passing through tunnels, was gradually extended to other parts of certain railways, as it was considered to be required; but its progress has been slow, and it is still unapplied in many places where it is much wanted. Even in tunnels it is not universal, and the records of the department show many cases within the last few years, of collisions in tunnels for the want of it.

On the Great Northern Railway, on the 14th December 1853, three trains were passing through the Stoke Tunnel, half a mile long, between Corby and Great Ponton. The gradient was a descending one of 1 in 180, and the trains left Corby, which is eight miles to the south of Grantham, at 12:30, 12:35, and 12:45, respectively. The driver of the second of these trains slackened speed very properly, in order to avoid a collision with the first; but in endeavouring to prevent one accident he occasioned another, for the third train caught up the second train, and came into collision with it, when it had proceeded about two-thirds through the tunnel, and the guard of the second,—a coal train, was seriously injured.

In my report of the 3d January 1854, upon that accident, I was led to state prematurely that I was happy to learn that the tunnel was about to be worked by telegraph, no train being permitted to enter at one end of it until the preceding train had passed out at the other end. This was not adopted sufficiently soon for the exigencies of the case; for within three months afterwards another collision occurred, under precisely similar circumstances, on the 7th March 1854. Three other trains left Corby for Grantham at 9:36, 9:45, and 10 A.M. The driver of the second train was proceeding cautiously through the tunnel,

at a speed of about 14 miles an hour, that he might not run against the first train, and he also was caught up by the third train. After the second collision the tunnel was supplied with a telegraph.

The system of working by telegraph has made its way gradually, in consequence of accidents of this description; but it has had to contend with great difficulties, and has not been as successful in practice as it might have been for several reasons. The various methods under which it has been applied have been imperfect in one way or another; the telegraph-instruments have been entrusted to persons of insufficient age, or to persons with other work to do, which has prevented them from paying proper attention to their more important duties. In order to apply it in the best manner, extra expense and extra trouble have been required, which have not always been willingly encountered, and it is principally on these accounts that at the present time its application is comparatively limited. It was first adopted on an extensive scale on the South-eastern Railway; and a Circular was issued by their Lordships in August 1854 to all the railway companies in the kingdom, calling attention to the subject, and pointing out the benefits that might be derived from its increased application. It has been employed since 1855 on the London and North-western Railway between London and Rugby, on which the telegraph-stations are about two miles apart, in a modified form. The company believe that they could not carry on their traffic if they were always to keep each length of two miles clear for one train at a time; and where tunnels do not intervene they allow a second, third, or fourth train to follow on the same length if necessary, with a verbal caution from the signalman, after the drivers have sufficiently slackened speed to receive such a caution. After obtaining a signal for a second train from the telegraph-hut next behind him before the first has passed him, each signal man is instructed to enter upon a slate the description of these and any following trains. He is then to cross them out again as they go by him one by one, and not afterwards to telegraph the line to be clear until the last of these trains has proceeded forward to the next length.

There is a great want of clocks and record books in the two-mile telegraph-huts on this railway.

The Great Northern Railway was worked for some time successfully between London and Hitchin, strictly upon what is called the block system, no train having been allowed to pass one telegraph-station until the preceding train had passed the telegraph station next in advance; but to admit of the trains following each other still more closely, the line is now worked between those stations, excepting through the tunnels, on a modified system, each train being stopped in the first instance only, when there is a train in front of it on the next length, and being then allowed to proceed at a speed of 15 miles an hour, and expected to remain at that speed until the driver perceives by the indications of the signals attached to subsequent telegraph-stations that there is no longer a train between him and the telegraph-station next before him.

There are four needles in each of the two-mile telegraph-huts of both of these companies. In the London and North-western huts the vertical position of the needles indicates that the line is obstructed, while the needle pointing to the right signifies "line clear," the needle to the left signifies "train on line," and one needle is employed exclusively for one line of rail in each direction, which is preferable. In the Great Northern huts the vertical position of the needles indicates that the line is clear, and the two needles in each direction are used promiscuously for both lines of rails, according to certain signals which are arranged to be passed upon them. The latter mode of working is more liable to lead to mistakes on the part of the signalmen; but this is partially obviated by the employment of very perfect record-books, in which all telegraph-signals in regard to the trains are entered at the time that they are given or

received, and which thus serve to remind the men of the state of the two lines, and tend to insure proper attention to their duties. On the Great Northern Railway another advantage is afforded to the signalmen. Each man on receiving notice of the approach of a train makes a signal to the next man which signifies "is the line clear?" and thus gives him due warning, and time to prepare for it, instead of his being unaware of its approach until it is within about two miles of him.

To provide the greatest facilities for working, and to ensure the smallest risk of mistakes, there ought, as I believe, to be three telegraph-needles at the disposal of the signalmen for working in each direction; one for each line of rails, to act as a simple signal, and to point to "line clear," or "line blocked," as the case may be; and the third to enable the men to communicate freely with one another in regard to the description of the trains, or to report anything that may be wrong with them, (which they have frequent opportunities of doing,) or to correct any mistake into which they may under certain circumstances be led, or for other purposes.

I shall have more to say on this subject presently. I would only further observe here, that when the traffic becomes so heavy that trains travelling, some of them, at the highest rates of speed, cannot be kept two miles apart from one another, it would appear to be quite time to apply the more expensive remedy of laying down extra lines of rails.

Between London and Reigate, on which line the trains of the Brighton Company and the South-eastern Company run in common, the block system of telegraph is still carried out over a distance of about 20 miles, and it is only the remaining 33 miles to Brighton that is devoid of this sort of protection; whereas, if one portion of the line requires it more than another, it is that part between Brighton and the Clayton Tunnel, over which, as I have already stated, the view is very much obstructed, and on which the trains often follow each other in rapid succession.

It may be said, truly, that the present lamentable accident did not occur on the portion of line referred to, which was unprotected by telegraph, but on that portion (inside the tunnel) which might have been considered the least liable to an accident of this description, because the telegraph had been supplied, and had been used for eight or nine years for its protection; and further, that when the station-master started the three trains from Brighton, whatever apprehension he might, or ought to have entertained in regard to their safety between Brighton and the Clayton tunnel, he would not, at all events, have had misgivings as to any risk that they would encounter in the tunnel. When once they passed the signalman at the south end of the tunnel, they got under the protection of the telegraph, and any danger incurred on the previous part of their journey ought then to have been averted, if the telegraph was to be relied upon.

But the failure of the telegraph to preserve safety on this occasion, was caused, as I have shown, by a mistake of the signalman at the north end, in wrongly replying to a question from the south end of the tunnel which ought not to have been addressed to him so hurriedly; and this happened whilst the two men were working the telegraph under a most unsatisfactory system. It is just, as I have also pointed out, this want of a proper system of working and using the telegraph, combined with the employment of unreliable servants, or of servants with too much of other work to attend to, that has in like manner led to accidents in other cases,—that has induced mistakes on the part of the men which would not otherwise have been made,—that has afforded an excuse for not employing it,—and that has prejudiced railway managers against it, in a way materially to hinder its adoption and retard its progress; while the want of a really efficient code of regulations, ready to be

applied, and in which confidence can be placed, has also partly contributed to the same result.

I would, therefore, in describing the defect of system under which this accident occurred, add something generally as to the system which ought to be adopted, and the experience of other cases.

The greatest amount of security is obtained on a double line of railway, in working a tunnel or a section of railway by telegraph, when a separate telegraph-needle is used for each line of rails, and when each signalman (A) blocks over the needle of the signalman (B) next to him, by means of a pin fitting into his instrument-handle, as soon as he (A) is informed that a train has passed that signalman (B), and is travelling towards him, and when he (A) keeps that needle (of B) blocked over until such train has passed him. The telegraph-needle in this case acts simply as a signal, by means of which A indicates "danger" or "all right" to B, A blocking B's needle (which B cannot alter) over, either to the "all right" or to the "danger" side of the instrument, as may be necessary, and always keeping it so blocked over, to indicate the actual condition of the line.

In the Clayton tunnel only one telegraph-needle was employed, as I have stated at the commencement of this report, for two lines of rails, while two trains might be passing through the tunnel, one on each line, at the same time. This one needle could not, of course, be blocked over to and kept at any particular indication, but was obliged to remain in a vertical or neutral position, and the necessary signals were made with it when a train passed into or out of the tunnel in either direction. Under this arrangement, the signalmen, being unable to make a fixed indication, trusted to their memories during the passage of the trains; the signalman A being required to remember that he had telegraphed "train in" to the signalman B, and had not received "train out" from signalman B during the time that the one line was occupied; and being required, perhaps, to exchange signals in the meantime with signalman B in regard to a train entering, or passing out, upon the other line.

This defect, in the employment of one instead of two needles, rendered the mistake made by Brown the more liable to occur. He would not readily—he could hardly have fallen into it, if he had previously pinned over his own and Killick's up-line needle to "train-on-line" for the second train. He would thus have had before his eyes a fixed indication to remind him that the second train was in the tunnel. Killick could not have moved that needle to address any question to him upon it. If the question had been sent to him in any other way,—say upon a third needle, he could hardly, with that fixed indication before him, have made the mistake he did in answering it; and even if he had made a mistake in his reply upon the third needle, he would not even then have compromised the safety of the trains, because his proper needle would still have indicated "line blocked," and he would not have taken that off, and turned it to "line clear," until the second train passed out, or, at least, he would have had no excuse whatever for doing so.

Having regard to these considerations, it is quite clear that the main cause of this accident has been, not the mistake of the signalman, but the defects of the system under which he worked, which rendered that mistake liable. Even this defective system worked safely for eight or nine years, and under a good system, such as I have described, properly carried out, the chances of such an accident from any misunderstanding between the signalmen would have been very remote indeed.

In order that it may be properly carried out, however, a third needle should be supplied, in addition to the two above mentioned, for the use of each signalman in each direction. This needle being used for denoting the description of train that is to be expected, for conveying information in regard to any unusual circum-

stance, or for any communication that the men may have to make to one another, all excuse is taken away from them for employing the train-needles for other than the simple signals "line blocked," or "line clear," which they ought alone to convey. The men will talk to each other, or make private signals to each other, on their train-needles, if they are not provided with a recognized means of communication; and they cannot do so without risk. It is better, if for this reason only, to provide them with a separate single-needle instrument for the purpose; and it is the more necessary to do so when the tunnel or section of railway protected has, perhaps, a junction at one end of it, and sidings at the other end; and when one signalman is dependant upon the other for informing him of the siding into which a train is to be turned when it arrives, or of the line on which it is about to proceed.

The tunnel at the north of the New Street station at Birmingham is an instance in point. There are sidings at each end of it, and the signalman at the station end learns from the other signalman what trains are approaching him, and is thus made acquainted with his duties in regard to them on their arrival in the station yard. This tunnel, which is half a mile long, and situated on gradients of 1 in 76 and 1 in 77, was worked under a very confused system, though with a sufficient number of telegraph-needles, in safety, for some years; until, at length, on the 10th December 1857, a serious collision occurred in it, in consequence of a misunderstanding between the signalmen, caused by an error of perception on the part of one of them, and a mistake of memory on the part of the other. In my report upon that accident, I took occasion to recommend that it should be worked upon the principles which I now advocate. They were adopted, and have been found to answer well. After a twelvemonth's experience, the signalmen informed me that they had had no difficulty, had made no mistakes, and that they were enabled to work with perfect satisfaction; and one of them added that any mistake under such a system could only arise from wilful neglect on his part.

Of the different systems that have been proposed and used from time to time, I may particularly specify Tyer's patent, which is in use on the South-Eastern Railway, as being one of the most perfect. The apparatus for the use of the signalmen comprises a telegraph-needle for each line of rails in each direction, and a bell and gong, having different sounds, the one for the up and the other for the down line of rails in each direction. The bell or gong is used to draw attention to the approach or passage of a train, and, by the number of beats employed, to describe the train; while the needles are used solely to denote either "line blocked" or "line clear;" and no signalman can alter his own instrument, it being the duty of each signalman to work the needles of the signalmen on either side of him.

Of two collisions that occurred on the North Kent Railway under this system in the year 1860, one, on the 29th December, was occasioned by a want of proper attention to the telegraph-instruments and signals. The telegraph-instruments at Deptford were placed in a room frequented by porters, ticket collectors, and newspaper boys, and were under the charge of boys, who were taken away for duties quite incompatible with proper attention to them. The other, which happened on the 15th December, was a good illustration of the defect of the system, and is worth describing.

A signalman stationed at the Surrey Canal Junction, (between the Bricklayers' Arms branch and the main line of the North Kent Railway,) despatched an engine towards London Bridge, from which he was about two miles distant, in due course; and his telegraph-needle was blocked over to "line blocked" in the usual manner, from the Commercial Dock Station, which was only 750 yards from him in that direction. A thick fog prevailed at the time, and the engine was only able, in consequence of the stiffness of its regulator, which the driver could not open, to travel

at a speed of six or seven miles an hour. It was proceeding forward at that speed, and had almost reached the end of the Commercial Dock platform, when a train which was following it on the same line of rails caught it up, and came into collision with it.

This passenger train ought not to have been allowed to pass the Surrey Canal Junction until after the engine had passed the Commercial Dock Station, and had been announced by telegraph to have done so; but the signalmen came to a misunderstanding about their telegraph signals for want of a better means of communication with each other. The junction signalman found that the engine was much longer than it ought to have been in getting to the Commercial Dock station; and, after waiting for about three minutes, he supposed that the dock signalman must have forgotten to alter his needle. He therefore gave, first, one tap, and then a second tap, on his bell, to remind him of his duties. The dock signalman would have understood the first tap to be an enquiry as to whether the engine had not passed him; but, upon receiving the second tap, he came to the conclusion that the junction signalman must have made a mistake (as had sometimes been done before) in telegraphing to him about an engine which had gone down the Bricklayers' Arms branch; and that his needle had therefore been wrongly blocked over. Under this impression, he released the needle of the junction signalman from "line blocked," and thus gave him permission to send on the passenger train.

If the signalmen had been provided with a third telegraph-needle, on which to communicate with one another,—to recall any signal given in error,—or to report any unusual delay to engines or trains, they would not have had any excuse for making a mistake of this description; and they were at once, on my recommendation, furnished with a third needle for this purpose. All that was wanted in this case, to effect such an improvement, was to remove a telegraph-instrument, already in communication with the junction signalman, from the station offices, where it was useless, to the cabin of the dock signalman.

There is another source of risk in tunnels traversed by a double line of rails, which is not at present provided against in practice. If a train breaks down, or runs off the line, or causes an obstruction in any way, in a tunnel, to the second line as well as to that on which it is travelling, then another train coming up immediately afterwards is liable to come in collision with such an obstruction. If the obstruction consist of passenger carriages, and if an accident have occurred previously to the first train, which has been the means of placing those carriages and their passengers in the way of the second train, the most serious consequences may ensue.

On the occasion of the present accident, the first down train from London was due in the tunnel about the time that the collision occurred. It was fortunately late, and there was ample time for preventing it from entering the tunnel, as it turned out; but the fatal results of the accident would, in all probability, have been materially aggravated if this train had kept its proper time.

Narrow escapes of this sort, in and out of tunnels, have not been uncommon. On the Great Northern Railway, the leading axle of the engine gave way, as the Scotch express train was entering the Tottenham tunnel on its way to London, on the 27th July 1860, while the train was travelling at a speed of perhaps 60 miles an hour. The engine swerved first to the right, to the down line of rails, and then, after throwing off its left leading wheel, back again to the up line, on which it had been travelling; and it pulled up, in 400 yards or so, with its train across both lines of rails. None of the passengers were hurt, and no one suffered but the fireman, whose thumb and finger were crushed between the handrail of the engine and the side of the tunnel, as he held

on to the former; and it was to the circumstance that the engine thus grazed, and received support from the wall of the tunnel, that the fortunate escape of the passengers was under Providence due. But it was in the neighbourhood of this tunnel that the two Scotch express trains, when they were in time, usually passed each other, the one being due to reach King's Cross at 9.30 p.m., the other to leave it at 9.50 p.m. Happily, the down train was somewhat delayed in starting by the number of people who presented themselves to travel by it, and the tunnel was comprised in a section of line worked by telegraph. The signalman south of the tunnel received notice from the signalman north of the tunnel of the up train having passed him; and he was made aware of its having entered the tunnel shortly afterwards by hearing a bell ring outside of his hut, connected with a signal north of the tunnel, similar to that at the south end of the Clayton tunnel to which I have had occasion to refer. He observed that it was longer than usual in coming to him, and heard a good deal of whistling from the engine. He found that his telegraph would not work to the northward, and he received notice of the approach of the down train. He therefore took upon himself the responsibility of keeping up his signals against that train, under the apprehension that there might be something wrong in the tunnel; and he thus prevented what might have been a most serious accident, as may be imagined, when I add, that eight hours were afterwards occupied in clearing the down line before the train for the north could proceed on its journey.

On the North-Eastern Railway, a train broke down near the Felling Station in November 1858, and a second train which was following it too closely came into collision with it. One of the carriages was thrown across the other line of rails, and a third train came up in the opposite direction, and, before there was time to stop it, carried away the corner of this carriage.

But it is unnecessary to multiply instances, because it is obvious, that on a crowded line of railway, when an accident suddenly happens to a train travelling upon one line of rails, by which the second line of rails is also obstructed, there is risk, in a tunnel or out of a tunnel, of a train coming up from the opposite direction before a guard or other person can run forward to a sufficient distance to warn its engine-driver, and that this risk is much increased in a tunnel, in which it is often impossible for a driver to see many yards before him.

There are several modes by which this risk might be diminished or avoided. The most simple and the most effectual means of avoiding it would be by allowing only one engine or train to pass through a tunnel at a time in either direction; but this would occasion in many cases objectionable delay to the traffic, and might increase the risk of accident in other ways by causing trains to be stopped short of the tunnel.

As has been suggested to me in connection with this inquiry, by a sign-painter, who was formerly employed as a signalman in the Clayton Tunnel, a bell at each end of the tunnel might be connected with a wire passing through it; and this wire might be pulled by any passenger or servant of the Company if a train came to a stand in the tunnel, so as to ring the bells at either end, and warn the signalmen to stop all approaching trains. The only objection to this very simple plan is that the bells and wires employed for this purpose, being only used in rare instances, might be found to be out of order when they were wanted. A better arrangement, as it appears to me, would be to place the two train telegraph-wires within reach along the side of the tunnel, and to supply the means of breaking the circuit at once upon any obstruction taking place. In ordinary cases, the needles of the telegraph-instruments should show, as I have stated, "line blocked" or "line clear," by the needles being blocked over to one or other of

these indications, according to the state of the line; and if the needles fell to the vertical position, and the instruments would not work, it would at once become evident that the circuit had been broken, and that an obstruction had probably taken place. One or more fragile connections in the train-wires, easily fractured by a pull, would be alone required to complete such an arrangement, and the advantage of it would be that being part and parcel of the machinery in daily use, it would not be liable to get out of order, and to be found useless when on some one occasion it was urgently required.*

Of course, neither this nor any other such method would be of any avail if one train broke down subsequently to another entering the tunnel from the opposite direction. The only possible mode of avoiding an accident of that description would be by restricting more than one engine or train from being in the tunnel at one time.

Upon the whole, I conceive, that for the safe working of any double-line tunnel or section of railway, six telegraph-needles are required for the use of each signalman if he signals to other men on both sides of him, and three if he exchanges signals with a colleague on one side only. Of these needles, one should be employed for each line of rails solely as a signal, and one, with a telegraph-bell attached, to describe a train as it approaches, to ask leave for it to pass, to receive the reply, and to communicate in other ways.

It is of importance also, though these may at first sight seem to be trivial matters, that the instruments should be so placed in the signalman's hut, as to face the directions in which they are intended to communicate, three on one side and three in the other, if the signalman has a telegraph station on each side of him;—that the up-line needle also should be placed on the *up* side, and the down-line needle on the *down* side;—that the train instruments should be marked only "line clear" and "line blocked," and the former on the left, the latter on the right, or *vice versa*, but all in the same manner;—and that the talking instruments should be marked with letters and figures in the usual way, as well as with any private signals which the signalmen are intended to employ. Any signalman entering any hut then sees at once what work every instrument and every needle has to do; and he is quite ready to take any other signalman's place at any moment. Further, the signalmen should have clocks and record books, for entering the time of each train, as it is signalled, to them, past them, and from them; and they should be stationed in convenient huts, with cottages near them, that each man may have the means of calling up the man with whom he takes alternate duty, if it should become necessary for him to do so.

Minor details of this description, though they are of great importance to the public safety, receive but little attention, and there is great need of improvement in these respects in all parts of the country. The present accident would never have happened if they had been properly carried out at the Clayton Tunnel, as it would not have been possible for the men to make the mistake which led to it, if they had been working according to the method I have indicated.

As it happened, they had only just come on duty previous to the accident; but they had come for a period of 24 hours, which is twice as long as a man ought to be permitted to remain on duty at any post at which the public safety depends upon his vigilance. It appears that they were intended by the traffic manager to remain on duty for 18 hours, on alternate Sundays, that they might thus change duties, the one

* An arrangement of this description forms part of the telegraph system on the London and North Western Railway between London and Rugby. Wire-connections are conveniently placed on certain telegraph-posts, expressly to be severed by the guards or engine-drivers on an obstruction taking place, as a warning to the signalmen in the two-mile huts on either side.

for day the other for night, for the ensuing week ; but that they had agreed amongst themselves to remain on for 24 hours on alternate Sundays, in order that they might thus get a whole day off duty to be with their families. Common humanity, as well as common prudence, would give these men a holiday, at least on every alternate Sunday, without obliging them to remain on duty for 24 hours in this manner in order to obtain it. There is no difficulty in doing this, by the employment of relief-men to take the duty ; and it is always necessary to have more men well qualified for duties of this description than those actually employed at all times in the performance of them.

In thus condemning, for several reasons, the arrangements of the Brighton Company that have led to this accident, I am happy to be able to add, and it is only right that I should do so, that I have from time to time met with much to approve on that line, and particularly in regard to the arrangements that have been made at the junctions. I have frequently had occasion to hold forth the convenient huts and stages that they have erected for the accommodation of their men, and the precautions in connecting the points and signals together, according to their foreman's (Saxby's) patent, that they have adopted for the safety of the public, as an example to other companies. Judging from what I had seen in these respects, I should certainly have expected to find a better system in operation for the protection of the Clayton Tunnel. It was established, no doubt, when such matters were less attended to ; it worked on without accident from year to year ; and, as often happens in like cases, it remained unimproved as long as nothing occurred particularly to direct attention to it.

The self-acting distant-signals, such as were employed at that tunnel, have been used by the Company for many years, as an extra precaution. They were originally adopted because it was found that the men did not always turn their distant-signals to danger immediately after the trains passed them, and because it appeared, therefore, that a signal which should be turned to danger by every engine passing it, and which should remain at danger until it was afterwards turned off by the signalman, would be more efficient and safe. They have worked without accident hitherto on this line, except in one previous case, in which an engine backed to a water-crane at Croydon, and was standing at the passenger platform there, when a South Eastern excursion train came up and ran into it, some few years since. There were other signals at danger for the protection of the ballast engine ; but a self-acting signal, in the south of the station, which remained at "all right," because the engine had not passed over it, may have had something to do in misleading the driver of the excursion train, and leading to the accident.

These signals would no doubt be most advantageous if they always worked unfailingly, and if no engine or train required to be protected by them that had not previously passed them ; but there is, the fear that the men, expecting them to be self-acting, and finding them to be so almost invariably, may not always be sufficiently alive to their duties when it becomes necessary for them to work them themselves ; and this fear has always prevented me from recommending them for general adoption. It is desirable that certain parts of them should be oiled occasionally, and that they should be kept in thoroughly good order ; and there does not appear, from the evidence in this case, to have been sufficient attention paid to them in this respect.

The only other point in reference to this accident that calls for remark, is the absence of a break-van from the tail of the third, or Brighton ordinary train. There were five passenger carriages behind the break-van, so placed, according to custom with that train, for convenience in leaving them at different stations on the road. The break power employed was not in as great a proportion in any of the three trains as,

in my opinion, it ought to have been ; and the running of this train without a break of any sort behind it was most objectionable, especially as it had to ascend a gradient of 1 in 264 all the way to the Clayton Tunnel.

I need not, however, dwell upon this circumstance, as it had no effect in producing the accident ; but I will now proceed to sum up the different causes that led to it, in the order of their relative importance.

The principal cause of it was, evidently, the inefficiency of the system under which the traffic was worked between Brighton and Hassock's Gate ; and the following were the defects of that system : — 1. Only one telegraph-needle was used for signalling the trains on both lines of rails through the Clayton Tunnel ; and this rendered it, for the reasons previously stated, more easy for the signalmen to misunderstand each other, or make a mistake. 2. The signalmen were unprovided with record books, which would have rendered the mistake less likely. 3. The trains were run at intervals of time between Brighton and the Clayton Tunnel, instead of intervals of space, which the nature of the line, and its obstructed condition, rendered most desirable. If intervals of space had been preserved between the trains by means of the electric telegraph, then no train would have approached Killick's box without his having been previously warned of its approach, and he would have been prepared to receive it, and have had his signals ready for it. If no train had been permitted to leave Brighton until the preceding train had either been telegraphed into the Clayton Tunnel, or passed some intermediate telegraph-station between Brighton and Hassock's Gate, then the Brighton station-master would not have been able to despatch these trains within intervals which were insufficient for safety. The station-master, also, would no doubt have been more particular in this respect, if he had been obliged to register the times of departure of the trains as he started them.

Inefficiency in the system of working having thus been the principal cause of the accident, I consider that the mistake which was made by the signalman Brown, in reporting the second train to be out, and the imprudence which was manifested by Killick, in so hurriedly asking whether it was out, and admitting the third train after he had shown a red flag to the second train, though they directly contributed to produce the accident, were yet only secondary causes, because they were the result of this defective system ; and it is plain that the non-acting of Killick's distant-signal, and the mistaken caution of the driver of the second train, in setting back after he had come to a stand in the tunnel, though they had their effect in leading to the accident, would not only not have produced it, but would never have been heard of, if Brown had not reported the second train "out" to Killick, and if Killick had kept up his signal, as he would no doubt in that case have done, against the third train.

With regard to the future, I may observe, that it is desirable that the line should be worked by telegraph under a good system, between Brighton and Hassock's Gate. One intermediate telegraph-station only would be necessary, probably, between the two stations ; and if so, no more signalmen would be required than at present ; the signalman from the north end of the Clayton Tunnel being transferred to Hassock's Gate, and the signalman from the south end to some point a little nearer to Brighton. It is better, indeed, in some respects, that these men should not be stationed so near the ends of the tunnel. A tunnel included in a section of line, between two telegraph stations, may be more satisfactorily worked, and the trains may be more conveniently kept waiting, when they happen to be delayed, on account of obstructions, or of trains being in front of them on the same line of rails in the following length.

I have no doubt that the Brighton Company will be induced to adopt some measure of this description after the frightful lesson which they have experienced,

and I trust that this lesson will not be without its effects upon the systems of working adopted on other lines of railway, on many of which very great improvement is required, in preserving intervals of space between the trains, and in adopting modes of working by telegraph which afford a maximum of convenience and simplicity with a minimum chance of misunderstanding and risk.

In order to show the full importance of the subject, I subjoin a table containing the number of collisions from different causes that have occurred between the years 1855 and 1860 inclusive, as compared with the total number of railway accidents on which reports have been made to their Lordships during those years.

I am, &c.

H. W. TYLER,

Captain, Royal Engineers.

The Secretary,
Board of Trade.

CIRCULAR sent to all the working Railway Companies with reference to the Clayton Tunnel Accident.

Railway Department, Board of Trade,

SIR, Whitehall, 28th October 1861.

I AM directed by the Lords of the Committee of Privy Council for Trade to request you to state to the Directors of

Railway Company, that their Lordships' Inspecting Officer, Captain Tyler, R.E., in his report upon the circumstances attending the collision that occurred on the 25th August last in the Clayton Tunnel of the London, Brighton, and South Coast Railway, having discussed at some length the question of collisions on railways, and the means that may be adopted for their prevention, especially with reference to the use that may be made of the electric telegraph, and having made some suggestions of a general character which my Lords think may usefully be brought under the notice of all persons concerned in the management of railways, I am directed by their Lordships to forward to you an extract from that report, and to request that it may be submitted for the careful consideration of the Directors of the

Railway Company.

I am, &c.

JAMES BOOTH.

The Secretary of the

Railway Company.

NOTE.—Extract as marked sent to 189 Railway Companies.

London Brighton and South Coast Railway,
Secretary's Office, London Bridge, S.E.
10th December 1861.

SIR,

THE Board have had under their consideration the communication received from the Lords of the Committee of Privy Council for Trade, dated the 15th October, and transmitting a copy of Captain Tyler's Report on the subject of the accident which occurred in the Clayton Tunnel on the 25th of August last.

Without entering into the details of that Report, more particularly where it relates to an entirely different state of circumstances on other lines of railway, I am desired to say that, prior to the receipt of such communication, my Directors had had before them their traffic manager's observations on the telegraphic system of signalling between Brighton and Hassock's Gate, pointed out by Captain Tyler in his evidence before the coroner, and described more minutely in his subsequent Report.

My Board feel bound to state frankly that they have not seen reason to alter the views which they have so long entertained on this subject, and they still fear that the telegraphic system of working recommended by the Board of Trade will, by transferring much responsibility from the engine drivers, augment rather than diminish the risk of accident. Indeed, they think it is open to grave doubt whether the circumstances of the serious collision in question do not, when fairly considered, tend to prove that the increasing practice of multiplying signals, and thus lessening the responsibility of the engine driver who is in charge of the motive power, and whose own life is at stake, has not resulted in reducing, rather than in increasing, the safety of railway locomotion.

In deference, however, to the strong recommendation emanating from the Board of Trade, my Directors have ordered that the telegraphic system, as detailed by Captain Tyler, be adopted between Brighton and Hassock's Gate, and they propose to give it a fair trial, and hereafter to consider the results, with a view to its further extension, if those results be favourable, and appear in the interests of the public safety to justify such a course.

I am, &c.

(Signed) FRED. SLIGHT,
Secretary.

The Secretary,
Railway Department,
Board of Trade.

LONDON AND NORTH-WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, 9th August 1861.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred on the 11th June from a goods train breaking through a bridge near Wootton.

I am, &c.

E. A. BOWRING.

The Secretary of the
London and North-Western
Railway Company.

SIR,

1, Whitehall, 5th August 1861.

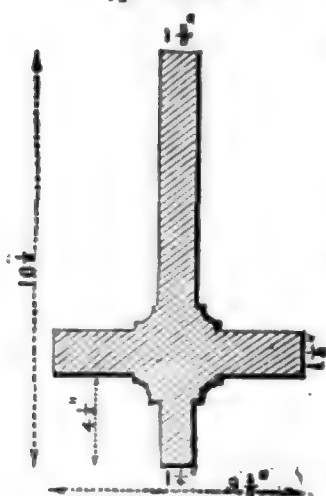
In compliance with the instructions contained in your minute of the 12th June last, I have now the

honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 11th of that month, in consequence of the failure of a bridge on the London and North-Western Railway between Leamington and Kenilworth.

The 6 a.m. mineral train from Kenilworth to Leamington passed over the line in due course on the morning in question, and started empty on its return journey from Leamington at about 7 o'clock, with a 6-wheel-coupled goods engine (such as was usually employed) attached to it, which weighed about 30 tons, independently of the tender. It was travelling at a speed of seven or eight miles an hour, when a bridge at Wootton, half way to Kenilworth, suddenly failed under the weight of this engine.

The bridge was constructed in the year 1844, to carry the railway over the junction of two roads,

No. 1.
7/8th full size.

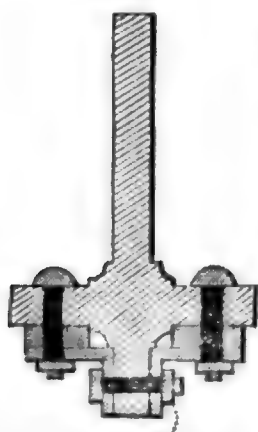


namely, that from Stoneleigh to Guy's Cliff, and that from Leek Wootton to Hill Wootton; and it covered a span of 50 feet. The main girders, consisting of two timber trusses, were connected together below by five cast-iron transverse girders (of the section No. 1. in the margin); and these latter were suspended at their ends on wrought-iron bolts attached to the trusses. The rails were carried on longitudinal sleepers, resting on planking, which covered both the cast-iron cross-girders and the longitudinal baulks of timber under the planking which were supported by them.

In the year 1853, the trusses of the main girders were strengthened, some of the timbers were renewed, new rails were placed upon the bridge, and one of the cast-iron cross-girders was patched, to cover a defect which appeared, below the flange, and near the middle of it, at the point where the strains upon it in tension were greatest.

It was spliced, as shown in section No. 2. in the margin, with two angle irons, each $3\frac{1}{2}$ " $\times$ $3\frac{1}{2}$ " $\times$ $\frac{1}{2}$ ", by 3 feet long, and two packing strips, 1" $\times$ $2\frac{1}{2}$ " by the same length, and was pierced by bolt holes (shown in black in the section), on each side of the flange, and below it; those through the web having been six in number.

No. 2.



Bolt-hole $\frac{1}{2}$ " in diameter.

nearly in their places. The cast-iron cross-girders had all broken transversely, at various distances from their centres, and were hanging by their ends from the main trusses, the wrought-iron bolts by which they were connected with the upper portion, and attached to the lower portion of the trusses, having in no case given way. The engine, which had been travelling tender first, stood upright upon its wheels in the road nearly in the middle between the trusses, and against the abutment nearer to Kenilworth; while the tender, which had evidently passed off the bridge before the engine fell, was dragged back upon it, and rested on it in an upright position, with its wheels against the face of the abutment.

The six waggons next behind the engine fell in upon it, and lay in a confused mass, with a seventh upon them, filling up the chasm formed between the trusses.

The driver and fireman had unfortunately been crushed to death by the tender, as it fell back upon the engine; but the guard, who was riding in a break-van at the tail of the train, and a porter who was with him, do not appear to have been injured; as the remaining waggons of the train, and the van, were brought to a stand against those which fell into the road, without very great violence, when no room was left on the road for more.

Of the five cast-iron girders which had thus failed, and whose failure was obviously the cause of the accident, three exhibited flaws in the sections of fracture. The first, commencing from the Leamington abutment, had a blow-hole in it $\frac{3}{4}$ " $\times$ $\frac{1}{4}$ ", close to the lower end, which had not been visible from the exterior. The third had two similar defects in it, one near the bottom, $\frac{3}{4}$ " deep by $1\frac{1}{4}$ " wide, and the other in the fillet $1\frac{1}{4}$ " $\times$ $\frac{3}{4}$ ". The second showed decided symptoms of a previous crack, which had extended, not only below one of the bolt-holes (indicated in the above section No. 2.) in the middle web, but also for some little distance above this bolt-hole; and it had evidently been by far the weakest of the girders for some time before the accident. The sides of this crack could not have been seen from the exterior because they were covered by the splicing angle-irons. The bottom of it might have been observed to open during the passage of a train over it; but it was not unlikely to escape observation, which it appears to have done. There can be no reasonable doubt that this second girder was the first to give way under the weight of the goods engine. It must have been previously in a critical condition; and after having been cracked in the manner that I have described it was not extraordinary that complete fracture should at length take place.

These cross-girders were placed at distances of 8'4" apart, from centre to centre; and, when the second girder gave way, the additional strain thrown suddenly upon the first and third caused them, apparently, to give way also. The fourth and fifth, then, in consequence of the forward motion of the engine, being subjected successively to the greater portion of its weight, must have failed in like manner, until the engine fell, not far from the end of the bridge, into the position in which it was found in the road below.

The breaking weight of these cast-iron transverse girders, when sound, may be estimated to have been about 40 tons in the centre, or 80 tons equally distributed over their length; and the greatest strain produced upon them by the passing of the engine in question, in addition to the stationary load, to have been equal to a weight in the centre of each of about 11 tons, so that the factor of safety when the girders were sound would have been between 3 and 4, instead of 6, as is desirable in the case of all cast-iron girders employed in railway bridges.

But the second girder above referred to, was weakened most materially, when it was patched in 1853, by the holes (at the ends of the splices) that were made in its flange, and through the lower portion of its middle web; and it was afterwards still further reduced in strength by the crack, connected with the bolt-hole next to the west end of the splices, which was the immediate cause of its failure.

These girders were of a defective form, inasmuch as the flange should have been at the bottom of them, instead of at $4\frac{1}{2}$ " from it; but they were constructed at a time when these matters were not so well understood as at present. They were of ample strength for the engines then in use, but they did not afford a sufficient margin of strength for the much heavier engines of the present day. The application of the splice upon the second of them in 1853, was an improper proceeding, as it was likely to lead to its ultimate failure, by weakening it at the bolt-holes near each end of the splice, and by the extra stiffness produced in the part spliced, which would tend to bring increased strains upon the portions near to those at each end of it which were thus weakened.

Instead of splicing that defective girder at that time, it would have been better to have taken out all the five girders, and to have substituted in their places new transverse girders of a better description and more suitable material.

That they should have been allowed to remain, and that this girder should have been so patched, and retained until failure occurred, is too much in accord-

ance with ordinary railway practice, which does not take sufficient account of the increased weight, and, I may add, increasing weight, of the engines of the present day. Those engines are permitted daily to run in too many instances over bridges which were never intended to carry much more than half their weight; and sufficient attention is not as a general rule paid, upon lines which have been opened for a number of years, to the necessity of strengthening the bridges in

proportion to this increased weight of the engines employed, so as to ensure the margin of strength that it is desirable to interpose between a reasonable degree of safety and actual failure.

I have &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 10th December 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 24th October at the Bay Horse station of the London and North-western Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and North-western
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 4th December 1861.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 18th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 24th October at Bay Horse station, on the Lancaster and Carlisle section of the London and North-western Railway, between a disabled goods train and the down auxiliary mail, when nine passengers and the engine-driver of the mail train were injured.

Bay Horse station is situated about six miles south of Lancaster. It is protected by semaphore signals at the platform and by distant signals north and south of the station; the distant signal towards the south being 375 yards from the level crossing at the north end of the platform where the collision took place. The line is nearly level.

At night when the lamps are lit, the down station and down distant signals can be first seen in approaching the station from the south, from the same spot 1580 yards from the level crossing; but, owing to a curve in the railway, they are not in the same line, the station signal being seen to the left of the other. The distant signal continues in sight of a driver until the train is close under an over-bridge 425 yards from the level crossing, while the station signal remains in sight for 770 yards, and is then lost sight of for 330 yards, after which it can be seen until it is passed.

On the 24th October the 10.30 p.m. down goods train, consisting of 30 loaded and 10 empty waggons from Liverpool to the North, left Liverpool at 10.35, and it proceeded on very well until it had passed the Whiston incline, up which it was assisted by a pilot engine at the rear of the train; and when it reached St. Helens, 12 miles from Liverpool, the pointsman showed a red light to the driver as he passed, and then the driver ascertained that he had lost a portion of his train. Three waggons had become unhooked, and it is surmised that this was done when the pilot engine joined the rear of the train at the bottom of the incline. The driver took his train on to Collins Green, $1\frac{1}{2}$ miles beyond St. Helens, and placed them in a siding, and then he returned to the sidings at the top of the Whiston incline, and brought on the three waggons, which the breaksmen had in the meantime put into the sidings, and reformed up his train at Collins Green and proceeded on to Wigan; he lost 1.10 by the breaking of his train into two parts. At

Wigan he was obliged to shunt for the down limited mail, by which he lost 25 or 30 minutes, and reached Preston at 2.30 a.m., or $1\frac{1}{2}$ hours late.

He was occupied 15 m. at Preston in leaving one waggon, and in taking in coke and water, and left at 2h. 45m. or half-an-hour late. Before the train left Preston, the driver was told by the head breaksmen that they could get to Carnforth, $6\frac{1}{2}$ miles north of Lancaster, in time to shunt for the 3h. 28m. a.m. down auxiliary mail,—Carnforth being the appointed place.

The driver says he was supplied with bad coal at Preston, but that he got on very well till he passed Brock station, $7\frac{1}{2}$ miles north of Preston, and then about one half of the brick arch in the firebox of the engine fell in, and in consequence of the quality of the coal and the falling in of the arch he could not get any steam, and the speed fell off, so that he only managed to reach Bay Horse station at 3h. 50m. or thereabouts.

He says he travelled at from 20 to 25 miles an hour, until he reached Brock in about 20 minutes from the time of leaving Preston; that his engine is worked at 120lbs. pressure, and he had that amount of steam when he left Preston, but not more than 60lbs. when he got to Bay Horse station.

He says the down distant signal exhibited a white light as he approached Bay Horse station, and that he saw it as soon as he came out of the cutting where it first comes in sight; and he also saw the station signal from the same spot, also showing a white light; that he did not take particular notice whether the distant signal was a good or a bad light; that it was a windy night, but not raining as he came along, and he pulled up his train so that the van at the tail of the train stood to the north of the level crossing and station signal.

As soon as he stopped, he told the 2d breaksmen, who was riding on the engine for the purpose of sanding the rails as they came up the incline out of Preston station, to get down and tell the pointsman to put on the signals, as he was going to shunt there for the 3h. 28m. down auxiliary mail, as soon as he could, and there is evidence to prove that the signals were at once put on.

He says he made one attempt to push his train back on to the up line to get out of the way, and failed, and was about to make another, when he heard the mail train coming, apparently fast, and saw it come under the bridge close to the distant signal; but he could not say whether the steam was on or off; and he heard the sound of the whistle for the breaks, as soon as the engine got under the bridge, but not before; and the collision occurred, he thinks, 6 or 7 minutes after he arrived.

The 3.28 a.m. down auxiliary mail is due to pass Bay Horse station at about 3.55 a.m., and it was apparently running as near as possible to its proper time, as the collision occurred about 3.54 or 3.55; and the driver of this train says, that as he came out of the cutting he could not see any light at the distant signal; that there might be a little delay in looking for the station signal, as it is more to the left. He admits that he knows that it is usual to keep a light burning at the Bay Horse station, but he had never seen a red light there; that he saw the station signal at "danger," when he was about half way across the bank (somewhere about 800 yards from the level

crossing); and until he did see it, he thought it was all right at the station, notwithstanding the absence of any light at the distant signal. He also stated, that the fireman said "The station signal is on," just after he had whistled for the level crossing; and he answered, "Yes, I see it," and he knocked off the steam, told the fireman to hold on the break, and then he whistled for the guard's breaks. He thinks he was about 150 or 200 yards beyond the bridge (575 or 625 yards from the point of collision) when he sounded the whistle for the breaks, and then he reversed his engine as soon after he had whistled as he could. He says the engine was very unhandy and difficult to reverse when running, and he could not get the reversing lever over to within two of the notches, and he put the steam on the reverse way, and kept it on, as long as he stopped on the engine, but he jumped off before the collision actually occurred, and was hurt in reaching the ground.

He thinks they were running about forty miles an hour when he first saw the station signal at "danger," and at about eight or ten miles an hour when the collision took place.

The driver's excuse for this collision is the alleged absence of a light at the down distant signal; and very conflicting evidence was given to prove on one side that there was no light, or that it burnt very badly, and could not be seen until a train was close to it; and on the other that it was in very good order, and showed a fair light, but that it might have flickered somewhat, owing to the tempestuous nature of the weather.

It was also stated and admitted that the Company have on the northern portion of this section of their line some signal lamps so constructed that when a distant signal is turned off, no light at all is exhibited, and the driver of the mail wished to have it inferred that he did not remember that this light was not one of the number. But the main point still remains against the engine-driver, viz., that the station signal, admitted by all parties to be a capital burning light, could be seen from the same spot as the distant signal; and there cannot be a doubt but that the collision was occasioned by the neglect of the driver of the 3.28 a.m. down auxiliary mail in having failed to keep a good look out for the signals.

The driver of the goods train is considered to have neglected his fire, and thus allowed his engine to be-

come disabled from want of steam; but he had placed the tail of his train in what should and would have been a safe position, if the signals had been obeyed. He was certainly to blame for not having sooner discovered the loss of the three waggons after getting past Whiston incline, as St. Helen's is three miles distant from it. He alleges that he saw the light of the van after he got up the incline.

But notwithstanding the want of punctuality, and the partial disregard of the signals, by the driver of the mail train, still the collision need not have occurred at all, according to the evidence put before me, if the Company's managers had made proper arrangements for providing for the safety of the public in the making up of their mail train.

This train consisted of engine and tender, seven carriages, and three vans, with two guards, one riding in the van next to the tender, and the other at the tail of the train, which was not probably travelling as fast as forty miles an hour, as that rate is considerably beyond the average speed between Preston and Lancaster, and it appears certain that the breaks were whistled for somewhere between 500 and 600 yards from the point of collision. If a break had been on the engine, and two or three carriages adjacent to the front and hind vans had had continuous breaks on them, no collision need have occurred, as there would have been abundance of space to have pulled up in, under such circumstances. I am quite aware that it is useless to go on writing the same remark on the subject of breaks on nearly every occasion on which I have to inquire into a collision; but as I am satisfied of the feasibility of carrying out what I suggest, because I see it done on some lines of railway, it is my duty to make it.

The use of the lamps at the signals on the northern portion of this section, which do not exhibit any light when turned off, should be altogether discontinued; and then the absence of a light at a signal, where one should be seen, should be considered by an engine driver as a danger signal.

The position of the down distant signal has been changed and removed to a greater distance, in consequence of alterations at the station.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel R. E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 10th December 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to enquire into the circumstances which attended the collision that occurred on the 19th October between a passenger train and a coal train at the Woodhouse station of the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.
JAS. BOOTH.

*The Secretary of the
Manchester, Sheffield, and
Lincolnshire Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 5th December 1861.*

SIR, IN compliance with your minute of the 22d October, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that

occurred on the 19th October, at the Woodhouse Junction station on the Manchester, Sheffield, and Lincolnshire Railway, between a fast down passenger train and an up train of empty coal waggons in the act of shunting on to a branch coal line, on which occasion seven persons were injured, but none of the injuries received are considered to be serious.

The Woodhouse Junction is situated on the main line of the Manchester, Sheffield, and Lincolnshire Railway, between Sheffield and Worksop. It is nearly midway between Sheffield and Kiveton Park station, 10½ miles apart; and Kiveton Park station is 5½ miles from Worksop.

The line rises from Worksop towards Sheffield for about 6½ miles on a series of inclines, varying from 1 in 179 to 1 in 132, with short lengths of level and an occasional fall; and thence, after passing the summit, it falls for nearly 3½ miles down an incline of 1 in 115, to within 176 yards of the junction where the collision occurred. This length of 176 yards is on a level, and then the line begins to rise on an incline of 1 in 150.

The Beighton branch, five miles in length, belonging to the same Company, forms a complete double junction at this spot with the main lines, and runs to

join the Midland Railway at Eekington : and a branch single line to the Birley Colliery forms a single junction at the same place with the down main line.

The junction is protected by junction and distant signals. The down distant signal on the main line towards Worksop is placed 660 yards from the junction, and it can be seen during the day in clear weather for a distance of upwards of 1,200 yards, and at a greater distance at night when the lamps are lit.

On the 19th October an up train of 25 empty coal waggons, intended for the Birley Colliery branch, reached Woodhouse Junction station from Sheffield at 4.33 p.m., twelve minutes after the 3.55 p.m. down fast train from Retford to Sheffield became due to pass that station.

The train stopped a little short of the west end of the up platform, and the engine was unhooked from the waggons ; and then, either in consequence of orders from some one belonging to the station, or at his own discretion, on which point the evidence is most contradictory, the driver proceeded to back his train, by a cross-over road situated at the west end of the station yard, on to the down line ; and the engine waited on the up line till the waggons had descended by the action of gravity down the incline of 1 in 150 before referred to, falling from the west towards the junction, which is in the hollow between two inclines. The engine then got behind the waggons in order to push them up the single line of the Birley branch, which, as I have already mentioned, is only connected with the down main line. The engine followed the waggons down towards the junction for the above purpose, but before it reached them the fast train was seen to be approaching, and then, according to the driver's statement, his engine was hooked on to the last waggon, and he was just on the move towards Sheffield to get the waggons out of the way when the eastern end of the train was run into by the down fast train at a speed variously estimated at from 10 to 15 miles an hour. The engine of the fast train was thrown off the rails, and fell over on to its right side, while a couple of empty waggons were destroyed, and a portion of the junction signal-box was carried away.

In the course of the year I inquire into a considerable number of railway accidents, many attended with loss of life ; but it is rare to find anything like the same amount of mismanagement and disobedience of the regulations as are exhibited in the circumstances connected with this collision, which, most fortunately, was not attended, as it might have been, with any very serious results.

The traffic on this part of the Manchester, Sheffield, and Lincolnshire Railway is not worked with the full assistance which might be obtained by a judicious employment of the electric telegraph ; but the departure of all trains is regularly telegraphed to the stations on each side of a station, and a record book is kept of the times of the transmission and receipt of such telegraphic messages, and of the departure or passage of trains. The telegraphic clerk is, however, forbidden to make inquiry of the adjacent station when a train is over-due, unless the station master sends a special telegraphic message.

A double-needle telegraphic instrument is placed in the signalman's box at the junction, and a boy is employed to work it. This instrument is at all times on the circuit between Sheffield and Retford, 23½ miles, and oftentimes on the whole circuit to Grimsby, a distance of 65½ miles ; so that it must often necessarily follow that a message cannot always be sent as rapidly as may be necessary to provide for the public safety.

The accident happened in consequence of the shunting of this train of empty coal waggons from the up to the down main line. Now the railway company have a rule in their book of regulations which prohibits the shunting of trains at stations within 10 minutes of the time that another train is due to arrive or pass ; but this rule is not observed at

this junction station, whatever may be the case elsewhere, as it is the practice to allow the shunting to be continued until the telegraph has given warning that a train had left for Woodhouse Junction. A down fast train from Kiveton Park station, it is said, usually takes about 7 or 7½ minutes to reach Woodhouse Junction ; and, as will be seen in this instance, from some cause or other which is not in any manner explained, the telegraphic message of the train having left Kiveton Park station was not received at the Woodhouse Junction until two minutes after it had started.

The particulars relating to this collision are as follows :—The signalman (Hollingworth) at the junction states, that he was at the west end of the down platform when the pilot engine, with a train of empty coal waggons, arrived at 4.33 p.m., at which time all his signals were placed at danger, and he went into the signal box to ascertain from the telegraph clerk if the 3.55 p.m. down fast train had left Kiveton Park station, five miles distant, and found that it had not been telegraphed. He next went into the office to receive his wages, and as he was going out of the door he says he told the station master (Mr. Smith) that the pilot engine, with the train of empty coal waggons, was in the yard, and would want to shunt ; that the station master made no reply, and he cannot say whether he was heard or not, but the same thing had occurred on previous occasions. He then went back again to his signal-box, and the driver of the pilot engine called out to know if the down train had left Kiveton Park station, and he, the signalman, asked the telegraph clerk at 4.36, who replied that it had not been telegraphed ; he says the driver did not hear him call out that they had not heard of the departure of the down train, and he put his hand on the steam valve to stop the steam from blowing off, and the siding pointsman (Rolley) repeated what the signalman said ; and as soon as the driver heard, he turned round and pushed his train over to the down main line, through the western or top points, and then the waggons began to run backwards down the down line towards the signal box. He also states that he did not give the engine driver any orders or any signal of any kind to shunt, and that he did not hear any one else give him any. The signalman next heard the telegraph clerk, at 4.37, call out that the down train had left Kiveton Park station two minutes ; and he rang a bell in the yard, pursuant to the ordinary practice, to give notice that a train was coming. He next heard the passenger train come over a wooden bridge up at Shaw's Colliery, and saw it come on by Aston's Colliery siding, and heard the engine of the passenger train give one loud constant whistle, but did not hear any whistle for the breaks ; that the passenger train seemed to be coming fast, and the collision occurred opposite to his signal box at 4.40 p.m. ; he could not say when the steam was shut off, and did not see any of the wheels skidded, but he got out of the way and out of the signal box. He says that the station master was on the platform when the telegraph clerk called out that the train had left two minutes, and he ordered the siding pointsman (Rolley) to go and get the waggons out of the road.

The company's servants with the empty coal train make statements that differ greatly from the signalman's, and which in some respects contradict each other. Thus, the driver of the pilot engine says, that when he stopped about 100 yards from the platform, the signals for the down fast train were "all right" for that train to pass, and the signalman then put on those signals, and ran into the station master's office ; and when he came out, and was close to the office door, he gave him (the driver) a signal to shove his train across, by waiving his arm, and the siding pointsman Rolley, who was close to the signalman, gave another similar signal ; that he reversed his engine to put the train across before he turned the steam on, and the shunter (Hardy) came alongside the engine, and told him to push the train across, as

the station master said there was plenty of time ; that he never made any inquiries respecting the fast train, and never spoke about it to the signalman, and that he did not hear any bell ring. He also states, that sometimes he got orders to shunt from the shunter (Hardy), and sometimes from the signalman.

The fireman of the pilot engine says the junction signals were off for the fast train to proceed, and as soon as the train stopped the signalman put them on, and went into the office, and when he came out he gave the signal for the train to go across, and he was at the side of the office door when he gave the signal, and the station master was beside him, while the siding pointsman Rolley was on the platform. He also states, that the signalman left the station master and went into the signal box, and the station master called out that they had plenty of time, and then they began to put back their train across the down lines ; that the driver asked the signalman, who was in his box at the time, if he had heard anything of the fast train, and the reply was that he had not heard. He further says, that the shunter (Hardy) then came to them, and said they had plenty of time to get across out of the way.

The guard of the pilot engine says that he was riding in the break at the tail of the train which reached Woodhouse Junction at 4.35, and his break stopped 13 or 14 yards east of the top points leading to the down road ; that the down main line signal was off, and he stood in his break about one minute until it was put on, and then the signalman at his box gave him a signal in the usual way to go across ; and that the station master was on the platform, and the siding pointsman Rolley in the four feet when he got the signal to shunt.

But the signalman (Hollingworth's) statement is entirely borne out by those of the station master, telegraph clerk, shunter, siding pointsman, and weighing clerk, who, on the other hand, directly contradict the evidence given by the driver, fireman, and guard of the empty coal waggon train.

The station master does not admit that he was told of the arrival of the pilot engine and train, and he says that if he had been asked about it he would have telegraphed to Worksop station to inquire if the fast down train had left, before he would have sanctioned the shunting being proceeded with, as he had done a few days before with the same train. He admits that shunting is done at Woodhouse Junction without his permission, and he assigns as a reason for it that it would be impossible for him to get out of the office at all times to give that permission, as he is the only clerk at the station, and the traffic is very heavy ; and he states that the shunter Hardy gives that permission when he does not himself ; but the junction signalman controls the shunter when any train is due, as he has a clerk, the telegraph, and the out-of-door signals under his control. He says that it was the duty of the signalman Hollingworth to have shown the driver of the empty waggon train, when it got into the yard, a red flag, to prevent him from shunting on the down line ; that he had directed on some occasions the shunter to ask the signalman whether he might shunt trains before he allowed drivers to shunt, and that drivers had come to him to complain at times that the shunter would not allow them to shunt. But the station master, Mr. Smith, does not offer any satisfactory explanations as to the loose manner in which he had permitted the work to be carried on. The shunter (Hardy) says he saw the collision, but had nothing whatever to do with it, as he did not give the driver of the pilot engine orders to shunt ; neither did he hear the siding pointsman, nor any one else, give orders for the train to be put across ; and that he always inquires of the signalman before he gives any orders to shunt.

The siding pointsman, Rolley, heard the driver of the pilot engine ask the signalman, Hollingworth, if the train had left Kiveton Park station, but the driver did not hear the signalman's reply ; and as he

stood between the two, he repeated the signalman's words, but did not give any orders or any signal about shunting, or hear any one else do so ; and that as soon as the driver heard him repeat what the signalman said, he sounded the whistle and put the train in motion across to the other road. He also says he stood still on the platform, and when the waggons had got across to the down road he heard the telegraph clerk call out that the fast train had left Kiveton Park station 2 minutes, and then the station master sent him up to assist in getting the waggons out of the road. The telegraph clerk's evidence confirms that of the signalman and siding pointsman ; thus he speaks to his having twice been asked by the signalman whether the fast train had left Kiveton Park station ; to the driver of the pilot engine having called out, and being answered by the signalman and siding pointsman. He does not pretend to speak to the state of the out-door signals, but did not see the signalman alter them, nor give any signal for the driver to shunt. With respect to the telegraphing, he says that Kiveton Park began to telegraph at 4.37, and not before ; that the instrument was perfectly still till 4.37 ; that he had been making out coal way bills until 4.33, as he was obliged to get the porter's book, and make the copies at that time and that at 4.37 he went out of the signal box, and shouted out that the down train had left two minutes, and then the station master came out of his office, and told the siding pointsman to go and get the waggons out of the road and "be quick."

The coal-weighing clerk heard the driver of the pilot engine ask the signalman if he had heard anything of the fast train when he arrived at the station, but did not hear the reply, and the driver had shunted his train when he heard the station master ask how long the fast train had left Kiveton Park station, and was told two minutes, and then the station master told the siding pointsman to go and assist to get the waggons out of the way.

Such are the statements on which an opinion is to be formed respecting the proceedings at the Woodhouse Junction. I shall now proceed to relate those connected with the fast down passenger train.

According to the statement of the head guard, the 3.55 p.m. down fast train left Retford at 4.1, or 6 minutes late. It consisted of engine and tender, 5 coaches, 2 break vans, and a horse box ; and it reached Worksop at 4.15, when 5 second-class carriages were attached, and left at 4.24, or 17 minutes late. Just as they arrived at the cross-over bridge, where the distant signal first becomes visible during the day, the driver (Marlow) commenced whistling for the signal to be taken off, and immediately after he gave the whistle for the break when they were not far from the bridge. He also said that 7 persons in the Company's service were riding with him in the leading break van next the tender, and as soon as the whistle for the breaks was sounded he knocked off the catch to allow of Newall's patent spring break acting ; and the Company's superintendent of police, who was standing against the break wheel, tightened on the break by means of the wheel, and as they were coming off the viaduct (about 200 yards outside the distant signal) he saw that the distant signal was against them, and at that time his break was hard on ; that he could not say at what rate they were running down the incline (of 1 in 115), but he does not think it was less than 50, and it might be 60 miles an hour ; that they had travelled slower than ordinary up the bank from Worksop, as they had 13 vehicles on instead of 5, the usual number, and after they had got up the bank the speed was increased largely. He also stated that he had come as fast many times before as on that day. He could not say when the steam was shut off, but it was before they got to the cross-over bridge, and they were not running quite as fast as they had been when the whistling commenced, and there was only a very short distance between the whistling for the signals and for the breaks. He

thinks they were running 14 or 15 miles an hour when the collision occurred at 4.41 by his watch. Neither his van nor any carriage got off the line, and there was very little damage done to the line or to the vehicles.

The driver of the passenger train (Marlow), who is described as one of the best of the Company's drivers, states that he shut off the steam at the usual place, and he was between the cross-over bridge and the bridge over the Midland Railway when he first saw the distant signal against him, and he whistled to the guards to put on the breaks a long way before he came to the distant signal, and he applied the tender break, and reversed his engine between the Midland Bridge and the distant signal, but before he got to the distant signal, but could not say exactly when. He also put sand on the rails. He thinks they did not run more than 20 miles an hour up the bank from Worksop, but came up tolerably well, considering the load, which was heavier than usual; that they generally run down the incline with very little steam, and they ran down with the same amount that day at the ordinary speed which he usually runs, and which he estimates at 34 miles an hour at the time when he first saw the distant signal; it might be more or less. And he says that he was running about 14 miles an hour when the engine struck the other train, and was thrown off the road, and fell over on its right side, and was damaged. He says his engine was in first-class order, and the break on the tender in good order, but that it appeared to him to have little effect. The driver added that he had not been in the habit of stopping at the Woodhouse Junction, and had never stopped there with this particular train. The under-guard riding in the van at the tail of the train, first heard a long whistle of the engine, as they were coming under the bridge, before coming to the viaduct over the Midland Railway, and when they approached the distant signal there was a whistle for the breaks. He thinks they came down the incline at 50 miles an hour at least, rather faster than they usually travel; and he says his break, which was in good order, was applied before they got under the cross-over bridge, but that it did not skid the wheels until they came to the viaduct over the Midland Railway, and it was hard on before it was whistled for.

The locomotive foreman, who rode in the leading break van with the head guard, says that the breaks were not whistled for more than 500 yards outside the distant signal; but he saw that the tender break was put on before the whistle for the breaks was sounded. The superintendent of the Company's police, who rode in the same van, named 300 yards as the probable distance outside the distant signals when the breaks were whistled for.

From the preceding statements, it will be apparent that the collision was occasioned by the driver of the last passenger train not having reduced the very high speed at which he was running down an incline of 1 in 115, so as to avoid passing the distant signal when at danger, and coming into contact with the empty waggon train, which was most improperly allowed to be shunting at the junction, 660 yards beyond the distant signal, when the fast train was 19 or 20 minutes over due.

The driver of the fast train either has been or is to be dismissed for his neglect, combined possibly with an error of judgment in not having made due allowance for the very large increase in the size and weight of the train, which I am told was full of people, and for not having soon enough taken active measures for pulling up quickly. As already stated, the fast train usually consists of 5 vehicles, beside the engine and tender, with a guard's break van at the tail of the train, and a carriage in front of it, continuously coupled up with Newall's breaks. The head guard of this train states that he preferred to have the continuous breaks to two separate breaks, and when questioned by the locomotive superintendent (Mr. Sacré) as to their liability to get out of order said that there had

only been two instances in two years with the train to which he was acting as guard where there had been any difficulty in working them, and then the difficulty was in taking them off, not in putting them on.

If the guard's statement is to be relied on, the driver was scarcely keeping his time in running as he was 17 minutes late at Worksop; and the collision at Woodhouse Junction occurred 20 minutes after the proper time of passing. The driver alleges that he has frequently pulled up in a much shorter distance than he had after seeing the distant signal against him on this occasion. It is scarcely likely that he would be reckless in driving with the superintendent (Mr. Hargreaves, who was severely shaken by the collision), and the then assistant, but now the general manager of the line (Mr. Underdown) in the train; but the probability is, that he expected to have the signals lowered when he whistled for them; and that will account for the high speed at which the collision appears to have taken place.

This is another instance in which a train was not supplied with a sufficient proportion of break power; in fact, nothing like the usual proportion allotted to this train; and there really is no excuse for it, as the Company admit, by their use of Newall's continuous breaks, that they are efficient, and can be employed without any difficulty,—at all events on their own line of railway; and thus the train, with the two guards who accompanied it, might as well have had breaks applied to 4 or 6 more of the carriages, as on their own vans alone.

If the practice which has been followed at this station of shunting trains until a down train has been telegraphed as having left Kiveton Park station was not known to the officers of the Railway Company, it certainly should have been, by means of the superintendents of sections or by inspectors, and then the station master should have been ordered to discontinue it. Its existence until a severe collision takes place is therefore discreditable to the management, very damaging to the station master, and, as proved by the accident, exceedingly dangerous to the public.

The station master will of course be held responsible for the shunting of the empty coal waggon train having taken place under the circumstances which I have described; but the Company's servants with that train do not appear to be free from blame, and they seem to have combined together in making incorrect statements in order to throw the blame on those connected with the station. It is more than probable that the want of punctuality in the running of the down fast train had a good deal to do with their proceeding to shunt, when they found all the signals at danger, and heard that nothing was known of the fast train. During the month of October up to the day of the accident, the train had on an average been fifteen minutes and on one occasion near 1½ hours late.

Proper instruments and facilities for telegraphing, and a judicious code of instructions, would enable all station masters to make the best use of the intervals of time that so frequently are wasted through the irregularity of trains and the want of knowledge of their situations, when another train arrives and requires to shunt.

At present no proper instructions for the station master's and Company's servants on the subject of shunting when other trains are overdue are to be found in the Book of Regulations; and the station master at Woodhouse Junction station does not appear to have exercised any proper control, or to have given any explicit orders on the subject to any one under him. His excuse with regard to the shunting is a general one, that he had too much to attend to in the office, and that he had not sufficient assistance. He states that on week days 21 passenger trains stop at the station, and 10 fast trains pass it without stopping, also that 33 goods trains stop. He says he comes on duty at 6 a.m., and is seldom off

duty before half-past 9 or 10 p.m., during seven days each week; that on Sundays there are less trains, but he is obliged to do a deal of work in writing that he cannot get through on the week days, so that he has only once been to church in very near three years. I have not sufficient information to give an opinion on the merits of his statement, but give it so that it may be brought to the notice of the directors of the Company. He is, I understand, to lose his situation, and so also is the signalman, who gave his evidence very clearly, and, as far as my judgment goes, I should say truthfully; and if that be the case, I do not see why he should be punished.

There is yet one more important point connected with this accident. The collision could not have occurred at all, if a proper double junction had been constructed for the Birley Colliery branch, as the empty coal train would then have been taken at once on to the colliery line, and the engine would have run round the train perfectly clear of the main line.

I have also to recommend for the consideration of the directors of the Manchester, Sheffield, and Lincolnshire Railway that their engines should be fitted with a distinct break whistle, totally different in its sound from the ordinary whistle which is used for approaching stations, level crossings, &c., so that there may

never be any uncertainty in the mind of a guard as to the fact of his break being wanted. I am not naming anything new, as a hoarse whistle and a very loud one is always fitted on the engines on the broad gauge and also on some narrow gauge lines, and I believe they are better heard, for the sound from the shrill whistle is often nothing more than a hiss. I do not pretend to say that any different kind of whistle would have exercised any influence on this accident, although Mr. Hargreaves has informed me that he did not hear the whistle for the breaks. He was in the eleventh vehicle.

I recommend it solely on principle, that it is better there should not be a moment's hesitation in determining whether the breaks are wanted or not. I travel a large number of miles in the course of the year, and am very frequently at a loss to know whether the breaks have been sounded for or not. I allow that this need not be if the whistle were always in good order, and always sounded in the proper manner, but that is not always the case.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

MIDLAND RAILWAY.

*Railway Department Board of Trade,
Whitehall, 26th September 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the directors of the Midland Railway Company, the enclosed copy of a report which their Lordships have received from Captain Tyler, R.E., the officer appointed by them to inquire into the circumstances which attended the collision that occurred on the 22d ultimo, near the Sheffield Station of the Midland Railway.

I am, &c.

J. E. TENNENT.

*The Secretary of the
Midland Railway
Company.*

SIR,

Derby, 19th September 1861.

IN compliance with the instructions contained in your minute of the 26th ultimo, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 22d ultimo, near the Sheffield Station of the Midland Railway.

About a quarter of a mile to the east of the Sheffield passenger station, there is a signalman in charge of certain pairs of points, provided with a semaphore signal, and a distant signal about 600 yards from him. There are sidings on the north and south of the line, and there is a cross-over road from one main line to the other, near his post. A shunting engine is employed from 1 a.m. on Monday morning to 11 p.m. on Saturday night; and the shunting in the yard by this engine, together with the shunting of the goods trains of the Midland and South Yorkshire Companies, is almost incessant on every day except Sunday; so that his signals are for the most part necessarily maintained at danger. His post is a very awkward one in other respects. There are large manufactories on both sides of the line constantly at work, in which heavy steam hammers are employed; and these often prevent him from hearing the whistles of approaching trains until they are very near him. The atmosphere is frequently so thick as to prevent him from seeing them, or the engine-drivers from seeing him, until they are near to each other; and his difficulties are not lessened by the shunting engines

blowing off steam, and their whistling under, or near a bridge which crosses over the line close to his box.

Under these circumstances it will readily be imagined that his duties are of a nature to require the greatest care, and that his post is one which requires to be approached by the engine-drivers, who run into the station with about 48 trains daily, with the utmost caution.

After the departure of the 10.50 p.m. mail train from Sheffield to Masbro' on the evening in question, a mixed goods train was brought out of a siding on the north of the line, with the permission of the signalman, to be shunted forward to the up main line, to be backed over a cross-over road to the down main line, and finally to be backed through a pair of facing points into a siding, called Cammell's siding, on the south of the main line. It consisted of an engine and tender and 18 waggons. A drizzling rain was falling at the time, and the rails were slippery. The engine slipped in pushing the waggons back into the siding, and the fireman was engaged in sanding the rails. About 9 minutes was thus occupied, and before the train could be got clear of the down line, a passenger train was seen to be approaching from Masbro'.

This was a return excursion train from Rowsley, consisting of an engine and tender, and 25 carriages, including 3 break vans, each containing a guard. It had left Sheffield at 7 a.m., and reached Rowsley at 9.30; and it had started from the latter place on its return journey at 8.30 p.m. The greater number of passengers having got out at Chesterfield and other stations on the road, about 10 only remained in the train as it approached Sheffield soon after 11 p.m.

The driver admits that he found the distant signal at danger, and that he saw it for a long distance before he reached it; but he states that when he had arrived within about 100 yards of it he saw a green light at the semaphore, which, as a white light is never shown from that signal, indicated that the line was clear into the station. He is corroborated in this respect by the statements of his fireman.

On the other hand, the signalman says that he had kept both his signals at "danger" for an hour before this train approached him, and did not lower them at all, and that no green light could therefore have been seen from his semaphore; and that this was the

case is proved beyond doubt, by the evidence of the driver and fireman of the shunting engine, by that of two shunters who were assisting with the goods train, by that of the three guards of the passenger train, and by the circumstance, that, as the signalman was holding a pair of facing points for the passage of the goods train, he could not have left them to make the alleged alteration, while there was no one else near him who could have done it.

The driver thus, in disobedience to the signals which were shown to him, approached the signalman's post at a speed of 10 or 12 miles an hour, and his engine, which was running tender first, came into collision with the shunting engine, and was turned over on its side. The shunting engine was thrown partly off the rails; and the passenger carriages, breaking loose from the engine to which they were attached, were forced back by the rebound of the buffers for 30 or 40 yards.

One of the passengers and two of the guards are stated to have received contusions in the shock that was thus occasioned.

The driver and fireman of the passenger engine have been discharged from the Company's service on account of the accident; but I had an opportunity of examining both of them in the course of my inquiry. The former had previously been discharged from their employment, on account of a collision at Masbro' in January 1860, but had been reinstated in consequence of his previous good conduct and long service. He was an old servant, having been a cleaner in December 1842, a fireman in 1843, and a driver in 1845.

He attempts to excuse himself for not having obeyed the distant-signal, by stating that it was one which was very seldom turned off for a train to pass; and there is evidently much truth in this statement, because the line is so constantly obstructed, or liable

to be obstructed, for the reasons I have stated at the commencement of this report; but there can be no excuse for his having run past it towards the signalman at such a speed with his heavy train, or for his having disobeyed the red light which was shown to him from the semaphore.

At the same time, it is clear that some amended arrangements are required, to lighten the signalman's duties and responsibilities, and to facilitate the ingress of trains past this constantly obstructed part of the line into the Sheffield Station.

In the present instance, the signalman knew that the special train was to be expected, and that it was over-due, but he did not know at what time it was likely to arrive, and he could not delay the shunting until it should come in.

It appears to be desirable that he should at least be supplied with the means of learning by telegraph when he may expect a train at his box, in order that he may prepare, and, if possible, have all clear for its approach; or, what would be better, that no train should be started towards him, from some point two or three miles to the eastward of him, until he had reported by telegraph that all was clear for it to proceed direct into the station.

The passenger engine which was thus travelling tender first, had run engine first from Rowsley to Masbro', had then run round its train, and had been brought on tender first from Masbro' to Sheffield, a distance of five miles, to avoid delay in turning at that crowded station. It appears to be too much the practice to run in this manner, tender first, between Masbro' and Sheffield.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER.
Capt. R. E.

MIDLAND RAILWAY

*Railway Department, Board of Trade,
Whitehall, 18th Oct. 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., of his inquiry into the circumstances connected with the collision which occurred on the 23rd ultimo between an excursion train and a goods train at the Mangotsfield station of the Midland Railway.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
Midland Railway Company.*

*Northam, near Bideford,
12th Oct. 1861.*

SIR, I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 27th ult., the result of my inquiry into the circumstances which attended the collision that occurred on the 23d September at Mangotsfield station, on the Midland Railway, between an excursion and a goods train, when nine passengers received injuries, principally cuts or contusions,—one of them, however, sustained a concussion of the brain, but is now doing well.

An up goods train from Bristol, due at Mangotsfield at 3.53 p.m., did not reach that station, which is 6 miles from Bristol, until 4.55, in consequence of a late arrival at Bristol. It had to take on one truck from Mangotsfield station, which truck was standing in the only siding situated on the east side of the railway, and which siding is reached from the up-line by a pair of back points, and a through road over the down line—the back points being situated a

short distance to the north of the station platform. The goods train proceeded to shunt out of the way of the 4.15 p.m. up-train from Bristol, due at Mangotsfield at 5.1, and when it had failed once in pushing the waggons back into the siding, in consequence of the engine being short of steam, the station master sent the under-guard of the goods train, about 7 or 8 minutes past 5 o'clock, up the line, to the north, in order to stop a return Liverpool and Manchester excursion train which was expected about that time. After the driver had made this first attempt to put back into the siding, and had got part way across, the 4.15 up train arrived at the station and was stopped by the signals, and the engine was brought forward, and one effort was made to assist in pulling the goods train back into the siding by means of a tow rope. The goods train was pulled back a short distance, and the tow rope was shifted, and a second effort was about to be made, when the excursion train arrived, and ran into the goods train which was then partly across the down line, knocking three of the trucks off the line, and causing a slight collision, about 5.14 p.m. according to the guard's statement. This excursion train, which consisted of engine and tender, and 15 vehicles, including three break carriages or vans, with three guards riding in them, left Stonehouse, which is 22½ miles from Mangotsfield, at 4.36, and it must therefore have travelled at the average rate of nearly 36 miles an hour—while the actual speed must have exceeded that rate, when the proper deduction is made for the loss of time incurred in starting and stopping the train.

The driver of the excursion train informed me that he saw the down distant signal at Mangotsfield standing at "danger" against him, when he was about 355 yards from it, and that he immediately shut off

the steam, had the tender break put on, and sounded the whistle for the guard's breaks; and when he had run a little further on and found that the breaks did not take any effect, he reversed his engine and put the steam on the reverse way. He considered that he was running about 30 miles an hour when he first saw the distant signal, and about 4 miles an hour when the collision occurred. He says that he did not catch sight of the distant signal further back at the point at which they generally look out for it.

The distant signal is 650 yards from the crossing where the collision occurred, and the evidence of the guards of the excursion train confirms the statement of the driver as to the speed at which the train was travelling, but tends to show that the driver was nearer to the distant signal when he took steps to pull up, than he stated. The distant signal can be seen much further back, but the view is interrupted at intervals by trees. The under guard of the goods train states that he had got about 200 yards outside of the distant signal when the excursion train passed him with the steam shut off, and the break applied to the last vehicle in the train; he did not notice any of the other breaks.

The collision resulted from carelessness on the part of the driver of the excursion train in not having sooner observed the distant signal at danger,—but it must be observed that this signal is not well seen along the line, as it is a low signal, and the view is obstructed by trees. The driver has been fined a week's pay, although it was the first time he had ever been reported.

On the other hand, the collision could not have occurred at all, if, from mismanagement, the driver of the goods train had not in running from Bristol to Mangotsfield allowed his steam to get so low as 30 lbs. of pressure, the engine being worked up to 100 lbs. on the square inch on the boiler, which was furnished with a steam pressure gauge, and the engine is stated to have been in all respects in good working order.

The excursion train was provided with a larger proportion of break power than usual, and it was accompanied by three guards. Eight of the vehicles

came from Liverpool and seven from Manchester, and the two portions of the train were joined at Crewe. According to the statement of the driver he had 1,005 yards to pull up in, on a falling gradient for a portion of the distance of 1 in 395, and yet with the break power attached to this train he was unable to avoid a collision. The Midland Railway Company have abundant evidence in their own possession of the utility of a very large proportion of break power. The Lickey incline close to Bromsgrove is $2\frac{1}{2}$ miles in length, and the slope is 1 in 37.5. The locomotive foreman informed me that it had been worked for 18 years without a single accident, and that, as regards passenger trains, when the rails were in a very unfavourable state, it was necessary to have a break on every second vehicle. That which the Midland Railway Company find it necessary to do to provide for the public safety in travelling up and down the Lickey incline on account of its steepness, it is, in my opinion, necessary to do on all railways, on account of the high speed at which trains travel, and the short distance that an engine driver can see at times in front of his train, viz., to increase largely the amount of break power attached to all trains. It is of no moment in what way this is done, as long as it is effectively done, and there are various ways of doing it in actual use at the present time by different railway companies, such as by increasing the number of guards, and giving each guard the power of putting on breaks on two adjacent carriages, but not by continuous breaks; by the use of continuous breaks (three or four carriages coupled together) and distributed throughout a train; and by the use of steam breaks on the engines—and there must certainly be less difficulty in carrying this out on unwieldy excursion trains than on the ordinary trains which travel on railways, as the excursion trains are not broken up or added to in the same manner that the ordinary trains are dealt with.

I am, &c.,

W. YOLLAND,
Col. R.E.

*The Secretary to the
Board of Trade, Whitehall.*

NORTH BRITISH RAILWAY.

*Railway Department, Board of Trade,
Whitehall, August 22nd, 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision which occurred on the 25th ultimo, at Burnmouth Station.

I am, &c.

*The Secretary to the
North British Railway
Company.*

T. H. FARRER.

*Railway Department, Board of Trade,
Whitehall, 17th August, 1861.*

Sm,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 30th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th ultimo at Burnmouth Station, on the North British Railway.

Burnmouth is somewhat less than six miles distant from Berwick-upon-Tweed, and the station platform is situated on the west side of the up line to Edinburgh, contiguous to an over-bridge at the end of a cutting, and as the line is on a sharp curve bending to the left, a driver of an up train can see nothing of what is

going on in the up sidings in the station yard until he has passed through this over-bridge, and is abreast of the platform. During the herring season there is considerable traffic from Burnmouth, and there are sidings on the east and west sides of the down and up lines; but those lying east of the down line are principally used for empty waggons, while the loading of the herrings is carried on in the sidings lying west of the up line. The station is protected only by distant signals; the up distant signal towards Berwick being 340 yards, and the down distant signal towards Edinburgh being 478 yards from the centre of the platform. There are no platform signals, and the up distant signal cannot be seen by the signalman from the point at the over-bridge, where the handle that works the signal is placed, nor from the points on the up line, by which the sidings lying west of the up line are entered; these points are less than 200 yards distant to the north-west from the centre of the platform.

The signals are attended to from 6 to 9 a.m. by one of the porters at the station, but from 9 a.m., or rather after the up mail train has passed towards Edinburgh, which usually occurs about ten minutes after 9 a.m., there is a regular signalman, who attends to them until the last train at night has passed, usually about 11 p.m.

On the day preceding the accident, the regular signalman was not well, and the station agent sent him home, and duly provided for the performance of his duties for the rest of the day.

It is the practice on the North British Railway, when the mail train from the south is one hour late, to despatch the regular train from Berwick at its appointed hour, 8h. 48m., and to send on the mails by a special train as soon as they arrive.

On the morning of the accident the mails from the south were late, and the regular train which left Berwick at its proper time, passed Burnmouth at 9h. 9m. The porter who had to attend to the signals was, at the time when the train passed, engaged in loading fish into the waggons in the sidings lying west of the up main line, and he left his occupation for the purpose of putting on the up distant signal, but was anticipated by the station agent, who put it on himself, and took it off after ten minutes had elapsed, but he neglected to make any inquiries about the signalman, and did not know whether he was present or absent, and he did not give any other person instructions to attend to the signals that day.

About 10 o'clock, a fish train from Dunbar, consisting of 10 trucks, arrived at Burnmouth, where it had to leave one truck, and to take on 15 others from that station to Berwick; and as it approached Burnmouth, the down distant signal was found to be on against it, and the train drew inside it and stopped on the down line, but the down signal was not taken off.

Nine trucks were left standing on the down line, and the tenth was taken across the up line and placed in one of the sidings, one of the porters at the station holding the points for the train to pass across the up line, thus assenting to the guard's proposal to go on with the shunting of the waggons, and the engine was in the act of drawing the 15 waggons intended for Berwick out of the sidings lying west of the up line, and had got nearly the whole of them out on to the up line, when the special train carrying the mails from the south, which left Berwick at 9.55, came up and ran into the fifth truck from the tail of the train. The engine and tender and a third-class carriage of the special train were thrown off the rails, and somewhat damaged, and about four of the trucks of the fish train were knocked off the rails and broken. One passenger and the guard of the special train were slightly hurt, and a porter belonging to the station, who was at the points, was more seriously injured.

The station agent informed me that after the regular train had passed, and he had taken off the up distant signal, somewhere about 9.20, he went into the office, and was busy making out the invoices, and was in the act of giving them to the guard of the fish train, a few minutes after that train arrived, when the special train passed the platform, and he saw the driver and fireman exerting themselves to pull up the train, and he became aware that something was wrong, and then heard the crash as he went down to the platform, before he could see whether the up distant signal was on or off. There is no doubt whatever

that the signal was off, or virtually "All right" for the special train to proceed.

The guard of the fish train denies having been in the office for the invoices, until after the collision had occurred, but the discrepancy in the two statements is not material. The driver of the special train, which consisted of three carriages and one break-van at the tail of the train, states, that as soon as he had passed the platform at Burnmouth, he saw a train moving out of the sidings lying west of the up line, when he was travelling about 25 miles an hour, and as soon as he saw the train he shut off the steam, put on the tender break, and whistled for the guards break, and he thinks he had reduced the speed to about 15 miles an hour when his engine struck the trucks of the fish train. He also states that a tail board was placed on the last vehicle of the regular train to indicate that a special train would follow; but neither the station agent nor the porter who had charge of the signals in the morning appear to have noticed it.

The collision was undoubtedly occasioned by the up distant signal being improperly left at "All right." This was done by the station agent after the regular train had passed, and he had also neglected to make any inquiries for the regular signalman who was sent home on account of illness on the previous day; and he had failed in properly protecting the station while the shunting of the fish train was going on.

I should, however, observe, that the main line of the North British Railway is distinguished from all the double lines of railway in the kingdom with which I am acquainted, in not having what are called platform or station signals; but the stations are solely protected by distant signals.

This in my opinion is very objectionable and dangerous, and such a system of signalling could not be passed by an inspecting officer at the present time. I would strongly recommend, for the consideration of the directors of the North British Railway Company, that this system of signalling should be changed and made to agree with the general system.

I must also remark that a repeating signal between the up distant signal and the platform at Burnmouth Station, that can be seen by the signalman is absolutely necessary for the public safety, as the signalman cannot now see whether the distant signal is on or off; while a repeating signal properly constructed would give him this information; and the up and down distant signals are not sufficiently distant from the platform.

I have, &c.

W. YOLLAND,
Col. R.E.

*The Secretary
Railway Department,
Board of Trade.*

NORTH DEVON RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 7th October 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the directors of the North Devon Railway Company, the enclosed copy of a report which they have received from Colonel Yolland, R.E., the officer appointed by their lordships to enquire into the circumstances which attended the collision that occurred at the Copplestone Station on the 16th July last.

I am, &c.

JAMES BOOTH.

*The Secretary to the
North Devon
Railway Company.*

*Northam, near Bideford,
30th September, 1861.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 28th August, the result of my inquiry into the circumstances which attended the collision that occurred at Copplestone Station on the North Devon Railway, on the 16th July, when, according to the return furnished by the Railway Company, 13 passengers and the second guard of the down train received injuries, the whole of which are believed to be slight, with the exception of those sustained by one lady, who is suffering from a slight concussion of the brain. Only six of this number have applied for compensation.

The North Devon Railway is a single line of railway, with loop sidings or passing places at four of the intermediate stations, and two of these are provided with water tanks and cranes for supplying the engines with water. At the whole of these intermediate stations only a single platform is provided, and the two water tanks at the Copplestone Station are situated one at each end of the platform at the south of the main line and loop siding. Several trains are appointed to cross each other at Copplestone Station, and the rule adopted is, that the train which first arrives at the station, whether it be an up or a down train, is turned into the loop siding, while the other train is run past the station on the straight or main line, and is then shunted back to the other end of the platform when the first train has left.

The station is protected by up and down main signals placed opposite to the points at the two extremities of the loop sidings, about 220 yards apart, and by up and down distant signals at a distance of 500 yards from the main signals, and one signalman attends to the whole of the signals.

The 6.30 a.m. up train from Bideford, and the 7.45 a.m. down train from Exeter, are appointed to pass each other at Copplestone Station. The up train is due to arrive at 8.36 a.m., and the down train at 8.40 a.m.; and on the morning of the 16th July, the up train, consisting of engine and tender and four carriages with one guard, was turned into the loop siding and stopped at the platform at 8.38 a.m., the engine standing opposite to the water crane, and the driver had just finished oiling the cylinders of his engine, when on looking round he saw the down train passing into the other end of the loop siding, and before he could get on to his engine to put it in motion backwards the collision occurred.

The driver of the down train informed me, that he came in sight of the down distant signal at about 8.40 a.m., and found that it stood against him, but on sounding the whistle the signal was taken off, and on his coming in sight of the down main signal he found that it stood at "all right;" and as he approached the station, with the steam off, he saw the signalman, William Shobbrick, at his post, standing with his right foot on the lever of the switch, to steady the points as the engine passed through them—(these switches were weighted to stand open for the straight line, along which this train should have travelled)—and he kept his eye on the signalman until he was within 20 yards of the points, at which time he thinks he was running about seven or eight miles an hour. He then crossed to the other side of the engine, to look to the water-gauge glass, when the engine gave a lurch, and he knew that he was on the wrong road, and then he reversed his engine, and put the steam on

the reverse way, but there was no time to do anything more as the collision immediately occurred. The points are situated only about 60 yards from the spot at which the collision between the two engines took place. The fireman of the down train observed the signalman pull the points over, opening them to the loop siding or wrong road, when the engine was only a very short distance from them, and he had barely time to get the tender break on when the collision occurred. Comparatively little damage was done to the rolling stock, and nearly all the passengers who were injured were in the up train which was standing alongside of the platform, where the station-master was engaged in examining the tickets.

The signalman was brought before the magistrates, and was ordered one month's imprisonment. It appears that he admitted that he had caused the accident by his carelessness. It is surmised that for the moment he had forgotten the train that was standing at the platform, and also what down train was then arriving, as the next down train is always turned into the loop siding.

The signalman is a man of very good character, and has been acting as signalman for 13 months, having been for a long time in the employ of the lessees of the line, Messrs. Brassey and Ogilvie, as a plate layer, and previously on the construction of the line. The accident was evidently entirely caused by his act, and affords another instance of the desirability of placing more dependence on mechanism than on men. Had the signalman not meddled with the points, the accident would not have occurred.

It is also probable that no accident would have happened if this station had been provided with a platform on each side of the line, so that all up trains would have kept to one platform, and all down trains to the other, one of the water tanks being removed to the other side. The expense of making this alteration would be very inconsiderable, and then the points and signals might be so arranged that the points must be set right for the proper line before the main signals could be set to "all right," and that they could not be changed without first altering the main signals.

This accident also points out to the inspecting officers the necessity of requiring up and down platforms at all passing places on new single lines of railway.

I have, &c.

*The Secretary
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

P.S.—I enclose a tracing of the station furnished to me by the lessees general manager, Mr. Ogilvie.

NORTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 31st Oct. 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the consideration of the Directors of the North-Eastern Railway Company the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the explosion of the boiler of a mineral engine at the Stella Gill station of the North-Eastern Railway on the 23rd September last.

I am, &c.,

*The Secretary of the
North-Eastern
Railway Company.*

JAMES BOOTH.

*High Elms, Hampton Court,
26th Oct. 1861.*

SIR, In compliance with the instructions contained in your minute of the 3rd instant, I have the honour

to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 23rd ultimo, at the Stella Gill station of the North-Eastern Railway, in consequence of the explosion of the boiler of a locomotive engine.

This station is about $3\frac{1}{2}$ miles to the south-west of Washington, which is itself $11\frac{1}{2}$ miles to the south of Newcastle-upon-Tyne. The line between Washington and Stella Gill is used for minerals only, except on Saturday, on which day a passenger train is run for the accommodation of the pit-men. There is a considerable mineral traffic via Washington, between Stella Gill and South Shields.

On the evening in question, at 9 P.M., as a mineral train was about to start from Stella Gill with No. 84. engine, (on its last trip for the night,) that engine suddenly exploded. The driver and fireman, who were on the foot-plate, were much injured, and were

unable to attend for examination during my inquiry. The guard, who was sitting on the buffer-plank, was killed on the spot.

The engine was built by the North-Eastern Company in 1853, and has been running since December in that year, or for nearly 8 years. It was a six-wheel-coupled engine, with wheels 4' 6" in. diameter. The cylinders had a diameter of $14\frac{1}{2}$ inches, and the stroke was 22 inches. It was worked up to a pressure of 100 lbs. to the square inch above that of the atmosphere, and is stated to have exploded at that pressure. It was provided with a Smith's pressure gauge, and with two safety valves on the top of the firebox $3\frac{1}{2}$ inches in diameter. The spring-balances attached to them were screwed down to a pressure of 80 lbs. on the square inch. It weighed altogether 22 tons 13 cwt., of which 8 tons 10 cwt. were on the leading, 9 tons 13 cwt. were on the driving, and 4 tons 10 cwt. were on the trailing wheels. There were 53 square feet of heating surface in the fire-box, and 609 ft. 4 in. in the tubes (of which the number was 130,) making rather more than 662 square feet in all.

After running for 104,590 miles, it was re-tubed in June 1859; and it has since run 44,928 miles; so that its total mileage was only 149,518 miles. The locomotive foreman who superintended the renewal of the tubes asserts that he went inside the boiler at that time, and that, after carefully examining it, he was unable to detect anything wrong in it.

The barrel of the boiler was 10 feet long, and 3 feet 6 inches in diameter. The thickness of plate in the barrel was $\frac{3}{8}$ of an inch, and that of the outer shell of the fire-box was $\frac{1}{2}$ an inch. The barrel was composed of 4 plates, placed longitudinally, so that there were 4 longitudinal seams of rivets between the smoke-box and the fire-box. This system of construction has now been generally abandoned, as these seams form so many unbroken lines of weakness along the barrel; and the plates are commonly wrapped round in 3 rings, with the longitudinal seams "breaking joint," as it is termed, with each other.

The engine was in the shops at South Shields on the 20th and 21st ultimo, to be washed out; it remained there during Sunday the 22nd; and it only went out again on the morning of the following day, Monday, on which the explosion occurred. There was no appearance of a leak, and it seemed to be in good order.

The effects of the explosion are shown in the accompanying diagrams, with which Mr. Fletcher, the superintendent of the locomotive department of the North-Eastern Railway, has been so good as to furnish me. They were, to tear the barrel open from end to end, along a seam of rivets on the left side, about 14 inches from the bottom; to bend it over to the right across the other line of rails, and to throw off the dome, partly by striking it against some other object, and partly from the effect of its own momentum, as it was wrung round with great violence. The right crank of the crank-axle, 6 inches in diameter, was broken in two by the force with which the plates were thrown against the right wheel. The engine was moved slightly off the rails, and the framing and machinery were much bent or broken. The barrel, though it was flattened out, did not separate from the engine, but remained attached to it at both ends by some rivets in the lower parts of the angle-irons. The tubes were all blown away from the fire-box end except 14, which remained attached to the tube-plate at that end, and were detached from the smoke-box end. Those which gave way at the fire-box end were turned round the smoke-box to the right; and those which were fractured at the smoke-box end were turned round the fire-box to the left. The former appear to have caused the death of the guard.

The firebox remained perfect, as well as the tube-plate of the smoke-box. Portions of the angle-iron remained at both ends, and the under part of the

barrel was still found to be attached to them after the explosion. The fire-box end was constructed with a bent plate, and the rent extended at that end, partly through the solid plate, and partly through the rivet-holes; at the smoke-box end, it went principally through the rivet-holes of the angle-iron. The engine was thrown off the rails by the force of the explosion, after having, no doubt, been lifted to some extent; but it remained close to them afterwards, and does not appear to have materially altered its position in any way.

An inspection of the remains of the barrel leaves no doubt as to the cause of the explosion. Corrosive action had been going on actively, for a space of about 21 inches, along the plate which gave way at 5' 6" from the smoke-box end; and the plate had been so far eaten through that in places only $\frac{1}{8}$ ", in others only $\frac{1}{16}$ ", and in one or two places less than $\frac{1}{16}$ ", and indeed a very slight quantity of metal remained. The plate had thus become so thin that the force of the steam was too great for it to resist; and when once the steam and water found an opening through it, the remainder was torn, and the sounder portions of the plate gave way, as always happens under such circumstances, with comparatively little difficulty.

This is only a simpler instance of what occurred on the London and North-Western Railway near Rugby in the month of July last. In that case, as will be remembered, the Irish Mail Train was proceeding towards Stafford at a speed of 35 miles an hour, and was just about to pass under the Easenhall Bridge, 4 miles from Rugby, when the barrel of the engine-boiler was suddenly blown into 7 or 8 pieces.

It first opened at a seam of rivets on the left side, in consequence of a plate having been almost eaten through, in a position nearly corresponding to that of the plate that failed in the present boiler. But the results of the explosion were different, because the steam was at a higher pressure; because the barrel was constructed in rings, instead of with plates applied longitudinally; and because the engine was running at speed instead of standing still.

In that case the middle ring of the barrel, which opened as I have said, on the left side, and carried away a portion of the firebox ring with it, was thrown to the right; while the rest of the firebox ring had its upper part blown upwards, and its lower part blown downwards upon the crank-axle; and the greater part of the smoke-box ring, torn along the left side through the whole plate, in a line almost continuous from the fracture of the middle ring, broken off on the right through a seam of rivets, and, carrying away with it part of the angle-iron of the smoke-box, was thrown upwards against the arch of the bridge, and fell back on the tender.

In the present instance it was from the want of any transverse seams of rivets, or of any break in the continuity of the longitudinal seam, to check the effects of the explosion, that the barrel opened out along one line, as I have described, and was turned over into one great flattened surface.

In both cases, the force with which the plates were blown against the right driving-wheel fractured the right crank of the crank-axle.

I had occasion, in my report upon that explosion, to show how the action of corrosion was favoured, along the seams of the rivets, and in other parts of locomotive boilers, by constant mechanical action; how expansion and contraction of the different portions, in consequence of variations of temperature and the pressure of steam, promoted it; how uncertain it was in its progress; and how necessary it was, therefore, that more frequent inspections and examinations should be made than at present. I need not now repeat what I then said. I would merely add, that in both of these cases the boilers were firmly fixed to the framing of the engines, according to the system which has been principally adopted, but which has been abandoned by some engine-

makers and railway companies of late years, in consequence of the injurious effects produced by it.

The more recent method, introduced by Messrs. Sharp, Stewart, and Co. of Manchester, of securing the boiler to the framing at one end by means of sliding, angle-iron junctions, so as to allow the boiler to expand and contract without a constant strain being exerted between it and the framing, has great advantages; and some remedy of this nature should always now be applied in the construction of locomotive engines.

The bursting pressure of this boiler was, originally, about 800 lbs. to the square inch, whereas the pressure up to which it was worked, was only 100 lbs. to the square inch above that of the atmosphere; but in less than 8 years after its construction, and in less than $2\frac{1}{2}$ years after it was re-tubed, and, after examination, pronounced to be in good order, it thus exploded at its ordinary working pressure.

The first set of tubes lasted for $5\frac{1}{2}$ years; and it is reasonable to believe that the tubes which were inserted in June 1859, would have lasted for a like period. On this assumption it is to be supposed, that if no defect had previously displayed itself, the barrel of the boiler would have gone on working without further examination for three years longer.

The bursting pressure of the boiler that exploded near Rugby was only about 520 lbs. to the square inch, and the engine in that case was habitually worked up to and employed at a pressure of 120 lbs. on the square inch. But that engine worked for two years longer, and ran 185,850 miles further than the present one, (or considerably more than twice the distance,) before the boiler failed.

The durability of the barrels of locomotive boilers varies from 5 to 20 years, and depends upon various causes. It is so uncertain as to be entirely beyond the reach of calculation, as is illustrated by these, and has been proved by innumerable other cases. From the nature of their construction, and the number of tubes that they contain—sometimes 200 and upwards, it is exceedingly difficult to make any satisfactory examination of them, except at long periods, extending from five to seven years, when the tubes are renewed; and even when they are examined the extent of the mischief that corrosion may have occasioned in them is liable to be overlooked, in consequence of the treacherous way in which it works, frequently in fine lines along the edges of the seams.

Under these circumstances it is very important to devise some means, by the use of which, when the plates become thin from corrosion in particular places, any rent which the pressure of the steam may effect in them, may be prevented from spreading; or, in other words, by which explosion may be converted into mere leakage, and all violent effects may be avoided.

In my report of the 24th April 1860, upon the explosion which occurred on the 16th March in that year at the Totnes station of the South Devon Railway, I took occasion to state an important fact, in contrasting the effects of corrosion upon two engines under different circumstances.

In the case of one engine,—the “Tornado,”—one of the plates on the left side of the outer shell of the fire-box had become corroded to such an extent above a seam of rivets, that the steam at length found its way through it, and an explosion at once occurred, which killed the engine-driver, and injured the fireman in the most serious manner. In the case of a second engine,—the “Ixion,”—a leak occurred shortly after the explosion of the “Tornado,” which was found to proceed from the edge of a seam of rivets in the same situation. It was not known, however, in the first instance, what was the cause of the leak. The driver supposed that the steam was merely blowing out at the man-hole, and the engine went on working for two or three days before any attempt was made to remedy it. It was then thought that a bolt was leaking, and the bolt was taken out and replaced by a copper stud. It was next believed

that one of the studs of the *baffle plates* must be loose, and the engine still went on working. At length the engine-driver found the leak increasing so much that he would not work with the engine any longer; and he brought it back into the shed and raked out his fire. He was able to see on the morning after he did so, that there was a crack in one of the plates of the outer shell of the fire-box, which turned out to be similar to that which caused the explosion of the Tornado.

The two instances, taken together, afforded a most instructive lesson. The plates of both engines suffered from the same causes, and they failed in the same respects and in the same parts. The plate of the “Tornado” was nearly eaten through in five years and three months, that engine having been more worked with water of a more deleterious description. The plate of the “Ixion,” which was less used with impure water, lasted for seven years. But in the case of the younger engine, an explosion occurred with great violence as soon as the plate had been sufficiently weakened to allow of the steam making its way through it; and in the case of the other engine, the steam was blowing through a crack in the plate, and issuing an unmistakeable warning, for a number of days whilst the engine was at work, without the occurrence of any violent result.

The different behaviour of the two engines was easily explained. The joint at which rupture occurred in the “Tornado” was comparatively distant from the stays on either side of it, whilst the joint where the leak showed itself in the “Ixion” received direct support from “hanging stays” which were in close proximity to it. The one exploded for want of additional stays, as soon as the iron plate was sufficiently weakened to allow the steam to make its way through it. The other, by being better provided with stays at the point of weakness, was prevented from exploding, in spite of its being tried more severely, and being kept at work for some time after the leak had shown itself.

Herein lies the secret, if secret it can be called, for preventing all explosions of steam boilers, as far as they can be prevented by mechanical means; and these alone are principally required in the case of locomotive boilers. Stationary boilers are too frequently entrusted to improper persons; and they blow up for want of care in regard to the supply of water, or from excessive working pressure, as well as from mechanical defects. But the boilers of locomotive engines are, with rare exceptions, always placed under the charge of responsible drivers; and do not explode in the generality of cases from any want of care or caution on the part of those drivers. The change which takes place in the properties of water when it has been boiled to a certain extent, in consequence of an engine being kept too long standing without fresh water being pumped into the boiler, has no doubt had its effect in certain cases; but defective construction, or corrosion, have been the main causes of explosion; and against these causes it is important that the best practicable provision should be made.

The principles to be adopted in staying the fire-boxes are now pretty generally understood, though they are not always perfectly applied; and longitudinal stays are commonly employed, running through the interior of the barrel, from the smoke-box to the fire-box, to keep the two ends of the boiler in their places; but no means have as yet been adopted of *staying* the barrel transversely, with a view to securing it from explosions such as those referred to near Rugby and at Stella Gill. The consequence is, that when the plates become so thin, even for a short length, as to be unable to resist the force of the steam, there is nothing to prevent an explosion from taking place. The iron plates of boilers are rent asunder and torn to pieces with great facility under the force of steam, whenever an opening has once been commenced in them; and just as by the judicious application of a “hanging stay,” as it is termed, the defective plate of the “Ixion” engine on the South Devon

Railway was retained in its place instead of being blown open, and causing an explosion, so also any good means of adding transverse strength at intervals to the barrels of locomotive or of other cylindrical boilers, would at once check the progress of any longitudinal crack or leak, and prevent an explosion from taking place.

In the analogous case of the interior flues of stationary boilers, which constantly explode from collapse, a simple method has often been recommended for strengthening them, by applying angle-iron or T-iron round them at intervals along their lengths, and it is so simple and inexpensive a method of rendering such explosions impossible that it is extraordinary that it should not have been universally adopted.

I had for some time desired to see a similar method applied for strengthening the exterior shells of cylindrical boilers, and particularly the shells of locomotive engine-boilers, used, as they are, at such high and increasing pressures; but I had not been able hitherto to hit upon a very satisfactory method of carrying it out in practice. In mentioning the subject, however, in the course of the present inquiry, I was glad to draw forth from Mr. Fenton, the engineer of the Low Moor Works, who was present, a suggestion for effecting it which I conceive to have great value.

Mr. Fenton has been rolling boiler-plates at Low Moor of late with thickened ends, which have been applied to some extent in the construction of locomotive engine-boilers, to obviate the weakness at the joints, as compared with the other portions of the plates, from their being pierced with rivet-holes. These thick ends of the plates, will, he suggests, form, of themselves, strong hoops or rings round the exterior of the boiler; and, if the plates were to be rolled thicker in the middle, as well as at the ends, an

intermediate ring would thus be secured, which would probably be sufficient to prevent all risk of explosion.

Such a plate would be of the section shown in the margin, but in an exaggerated manner, to exemplify more clearly the mode in which it would act. It will be obvious from an inspection of it, that when the thinner parts, B and D, become so far corroded as to allow the steam to leak through them, the portions A, C, and E, will still retain sufficient thickness to stay or arrest the progress of the rupture, and thus to prevent an explosion from taking place.

In applying them transversely in the barrel of a locomotive boiler, it is necessary that the thickened portions should be in the interior in the upper plate, and on the exterior of the lower plate, to admit of the joint being formed in what is now admitted to be the best manner. The upper plate will then be inside the lower plate at the joint.

High pressures of steam are economical, and on this account they are likely to be more and more employed, and even increased. Any mode of preventing explosion, and of causing warning to be afforded when weakness has arisen in steam boilers, is of the utmost importance therefore, not only to the public safety, which should be the first consideration, but also in extending the advantages to be derived from steam power; and on both of these accounts I consider the above suggestion to be well worthy of attention, and hope that means will be taken to put it to the test of practice.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.,
H. W. TYLER.
Captain R. E.

FIG. 1.

FIG. 2.

SECTIONAL A FIRE BOX.

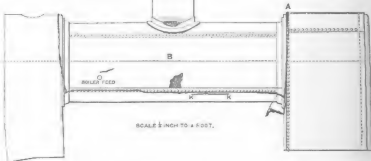
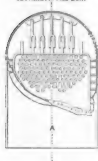


FIG. 3.



NOTE.—FIG. 1. Represents a sectional view of the boiler at the fire-box end. The part marked by a thick black line shows the rupture of the plate, the other part the fracture through the rivet-holes.

FIG. 2. Represents an elevation of the boiler. The thick black lines show the line of rupture in the boiler, fire-box, and smoke-box. At the part marked 'd' the stay for connecting the boiler to the framing was attached.

The dome was torn off the barrel of the boiler, and was injured by striking against something with great violence.

FIG. 3. Represents a sectional view of the barrel of the boiler. After the explosion, the plates forming the boiler were spread out as at e f.

K. K. Represents the line of greatest weakness at which the boiler first opened.

NORTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 24th October, 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred between two goods trains at the Goathland Station of the North-Eastern Railway on the 12th instant.

I am, &c.

*The Secretary of the
North-Eastern Railway
Company.*

J. BOOTH.

SIR,

York, 21st October, 1861.

IN compliance with the instructions contained in your minute of the 19th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 12th instant, at the Goathland Station of the North-Eastern Railway.

This station is about eight miles from Whitby, and is situated at the foot of an incline, three quarters of a mile long, containing gradients of 1 in 14 and 1 in 15. It is constructed with a single line only, though the remainder of the line, to York on the one side and Whitby on the other, is double; and it is worked by a stationary engine on the summit, and a wire rope. A special break-van, provided with a sledge break, and weighing 11 tons 7 cwt., accompanies all the trains up and down it. The wire rope is attached to this van, which precedes the trains in the descent, and is pulled up behind them on their journeys upwards.

The wire-rope is attached to a drum on the summit, to which a powerful lever-break is applied to check descending trains, and round which it is wound by the engine, when the trains are being hauled up.

On the evening in question, the wire-rope was attached to the van at 25 minutes to 6 p.m., to draw up four waggons, loaded with whinstone, which were placed in front of it in the usual manner. The total load is stated to have been 53½ tons, and the load of the stone only, as taken from the record-book of a weighing machine at the bottom of the incline, 26 tons 15 cwt.

When this train had been pulled up to within 120 yards of the summit, the rope suddenly gave way at 24 yards from the van. The engineer at the stationary engine found his engine suddenly increasing its speed, and shut off his steam. The man at the drum observed that the rope dropped. The breaksman at the tail of the train felt a sudden jerk, and perceived that his van was beginning to descend the incline.

This man states that he then at once turned on his break, and jumped out of the van, to endeavour to get some spraggs into the wheels of the waggons. These are pieces of timber, which are commonly inserted between the spokes of the wheels. They become jammed, as the wheels revolve, against the axle-guards and bodies of the waggons, and thus assist in checking their speed as they descend the incline; and they are carried in the van for this purpose. He was unable, however, to make use of them, and was obliged to let the train run down, as it was, towards the station.

At the foot of the incline, the van and waggons came into collision with four other waggons of whinstone with great violence. The break-van was broken to pieces, as well as four of the waggons, two in the descending, and two in the stationary train.

The down-line at the station is supposed to be kept clear while a train is ascending for the reception of any vehicles that may break away down the in-

cline; but the waggons had been placed in it on this occasion to get them out of the way of the mail train, which was due to arrive within a short time from Whitby. They were left there whilst the engine ran round them, to detach the break-van from them which had accompanied them to Goathland; and as the mail train was so nearly due, they were intended to be placed in a siding, and afterwards to follow it up the incline.

The Goathland station-master, after despatching the waggons towards the summit, and seeing them pass round the curve which obscured them from his further view, supposed that all was right as far as they were concerned; and, when he subsequently saw the light of the van descending again, he supposed, in the first instance, that it was returning to fetch another load. He afterwards, however, suspected that something was wrong, and warned those who were near to keep out of the road. The guard of the mineral train, also, had the presence of mind to knock a spragg out of the wheel of one of the stationary waggons, which allowed them to descend for a few yards before they were caught by the runaway train. This somewhat lessened the shock of the collision; but one of the waggons was thrown against an engine, which was standing on the next line of rails, with sufficient violence to push it backwards for some little distance.

The rope that thus failed had been about two years and two or three months in use on the incline. It was composed of six strands, each containing six wrought-iron wires of No. 10 gauge, $\frac{3}{32}$ of an inch in diameter. Its breaking strain originally would have been about 25 tons; but it was much worn, and it gave way on the present occasion under a strain of about five tons.

The lower end of such a rope naturally meets with more wear and tear than the upper end, and it had been turned end for end about 12 months previously on this account. It has evidently been kept in use longer than was consistent with safety, and a great deal longer than was desirable. Such a margin should be preserved, in cases of this description, between ultimate strength and practical load, as to leave the latter at a quarter of the former; and there should be no risk incurred, particularly on a passenger line, of actual fracture.

The passenger trains taken up the incline consist of four carriages, with the special van, which would give a total load of about 40 tons, and cause a strain upon the rope of something like 4 tons.

It is also very desirable that there should be a good means of communication established between the top and bottom of this incline, by means of the electric telegraph or otherwise. At present, the station-master at Goathland has no means of knowing, after he has dispatched a train from the bottom, when it has arrived safely at the summit; nor of learning when a train is about to be dispatched from the summit on its way towards him. He ought to be regularly informed on these points, in order that he may keep the down-line clear, and take care that the three facing points on that line are set in the right direction, during the whole time that a train is ascending or descending the incline; and in order that he may not commence shunting at the bottom, (to the obstruction of that line,) until he has heard of the arrival of any train that he sends up, at the top.

A new rope being now supplied, of steel wire, or of some better material than the present one, these matters should be carefully attended to, until, by the deviation of the line, which is intended to be carried out, this incline shall ultimately be altogether avoided.

I have, &c.

H. W. TYLER,
Capt. R.E.

*To the Secretary of the
Board of Trade, Whitehall.*

NORTH STAFFORDSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, 15th August 1861.

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North Staffordshire Railway Company, the enclosed copy of Captain Tyler's report of his inquiry into the circumstances connected with the accident which happened to a passenger train on the 21st June between Burton-on-Trent and Tutbury on the North Staffordshire Railway.

I am, &c.
 T. H. FARRER.

The Secretary of the
North Staffordshire
Railway Company.

SIR, *Athlone, 12th August 1861.*

IN compliance with the instructions contained in your minute of the 25th June last, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 21st of that month, between Burton-on-Trent and Tutbury, on the North Staffordshire Railway.

On the evening of that day, the 7.5 p.m. passenger train from Burton started in due course for Tutbury, Uttoxeter, Stoke, and other places, consisting of a tank-engine, a guards-van, a composite carriage, and a third-class carriage. The tank-engine was employed as usual to take this train to Tutbury only, where the carriages from Derby and Burton meet, and are forwarded in one train to Uttoxeter.

At two miles and a half from Burton, and three miles from Tutbury, the train came upon a portion of straight line on a falling gradient of 1 in 330, after passing round a curve of a mile radius; and near the commencement of this portion of straight line the engine began to oscillate in an unusual manner at the end of a wooden bridge. Commencing from the end of this bridge, and proceeding towards Tutbury, the rails were found by the Assistant Engineer of the Company, who examined them on the following morning, to be pushed out of line alternately to the right and left for a distance of 90 yards. They had yielded, first to the left for four rail-lengths, and then to the right for three rail-lengths; then one joint had been pushed over towards the left, and another to the right; for the two next rail-lengths the line had gone to the left, and for the six lengths after them to the right. The permanent way had been afterwards completely broken up for 70 yards, while 30 yards further on, the engine lay in the field, at the bottom of the slope of the embankment on which the line was here carried.

For the first 90 yards over which the line was twisted about in the manner above described, the engine did not leave the rails, but at the end of that distance it appears to have at length burst the rails out to the left; and at 110 yards from the bridge, and 80 yards from the spot where it lay, it left the summit of the embankment. It appears, therefore, to have run only 20 yards on the embankment after it left the rails, and only 100 yards altogether after it left the rails, before it fell over in the hedge below.

It lay there almost on its side. The van which had been behind it was on the slope of the embankment, almost demolished, with its framing turned over, its wheels uppermost, and its hind end thrown forward. The composite carriage next to the van stood across the line on which it had been travelling, further forward than the van; and the third-class carriage last in the train was on its side, partly across the other line of rails, and partly over the further edge of the embankment.

The driver lay dead in the field at the side of the line; the fireman was crushed under the hinder part of the engine, and the guard under the framing of his van; and they were so much injured that they died shortly afterwards. Out of 16 passengers, eight are stated to have been badly hurt or shaken.

The engine, No. 8, was originally supplied to the North Staffordshire Company by Messrs. Hick of Bolton, as a four-wheel-coupled tender-engine on six wheels, in 1848; but in 1851 it was converted by them into a six-wheeled *single* tank-engine, in order that it might work on the short branch between Burton and Tutbury without being turned at the end of each trip. India-rubber springs were at the same time added over the trailing axle instead of straight springs. The cylinders are placed outside of the wheels, and have a diameter of 14 inches, with a stroke of 22 inches. The diameter of the driving wheels is 5' 6", and the total wheel-base is 14 feet, made up of 7 feet between the leading and driving, and 7 feet more between the driving and trailing axles. The weight on the leading wheels was 8 tons 4 cwt.; on the driving wheels, 10 tons 1 cwt.; and on the trailing wheels, 7 tons 13 cwt., when the engine was weighed at Derby, at my request, after the accident.

With *outside* cylinders overhanging the leading wheels, with a heavy tank overhanging the trailing wheels, and without a tender, this engine was not calculated to run steadily at high speeds. According to the guards bills from the 1st May to the 20th June 1861, 12 minutes was the time which was always taken in travelling between Burton and Tutbury, a distance of $5\frac{1}{2}$ miles. This would give an average speed of $27\frac{1}{2}$ miles an hour, and a maximum speed, allowing for starting from Burton, passing cautiously through the Burton Junction, slackening on the approach to Tutbury, and other contingencies, of perhaps 35 miles and sometimes 40 miles an hour.

In the present instance, the speed appears to have been still greater. A good deal of evidence was brought forward by the Company on the subject, some of which was of a conflicting character, some of which, from persons of no railway experience, tended to prove that it was very high, and some of which went to prove that the driver who thus met with his death had been in the habit of driving fast. This is not, however, corroborated by the guard's journals above referred to.

This driver was an old and experienced servant of the Company. He had been a driver for 25 years, and had been on that part of the line ever since it was opened for traffic, some 12 years since. There was also a good deal of very conflicting evidence as to his state of sobriety on this particular day, and as to his condition in this respect for some time previously. There was no necessity, or even excuse, on this occasion, for any inordinately high speed, or for any speed beyond what was usually employed; and the passengers do not appear to have remarked any great difference of speed from that which they were in the habit of experiencing between Burton and Tutbury; but I am led to the conclusion, on the whole, that the speed was greater than usual; and it is certain that the liability to oscillation which is always more or less experienced with an engine of this class, even on a straight line, would be augmented considerably with increase of velocity, and still more so by any inequalities or weakness that it met with in the permanent way.

At the particular point at which the line was thus twisted alternately to one side and the other, it had been lifted, and repaired, and supplied with additional ballast under the sleepers, about six months previously; and the platelayers had been so busily engaged with other work that they had left the ballast which they had thrown out, at the sides of the line, and the sleepers to a great extent uncovered, for the whole of that period. The treenails for securing the chairs to the sleepers had been partially renewed, either by other treenails or by spikes, but the sleepers had not been renewed as much as was desirable. The road was thus left in a weak condition, with a proportion of very indifferent sleepers in it, and without the ballast being properly disposed for retaining the sleepers in their places.

The accident was occasioned, no doubt, by the somewhat unsteady engine above described coming

at high speed upon this weak portion of the line. A joint chair, and two intermediate chairs behind it, showed evidence of having shifted slightly to the left upon their sleepers, before the engine left the wooden bridge. There may have been, as there frequently is in such a case, a little inequality of packing under the sleepers at the end of that bridge; but whether there was such an unevenness or not, the engine certainly began from that point to push the road out alternately to the right and left, until, at length, it burst away from it altogether, and ran down the bank, as I have already stated.

If the permanent way had been kept up in that high condition and substantial state in which a passenger line ought always to be maintained, this engine, unsteady though it was, would not, even if the driver had been running with full steam on, have given way as it did; and to the condition in which it was allowed to be, must be ascribed the principal cause of the accident.

I had occasion, in a report at the commencement of the present year, upon the accident that occurred on the North Staffordshire Railway near Colwich, in consequence of the fracture of a wheel-tire, to comment

strongly upon the condition in which I found the permanent way, more especially with reference to the defective state of the treenails securing the chairs to the sleepers; and I would therefore observe, that on the portion of line on which this accident happened, the fastenings, a proportion of which had been renewed six months before, held, whilst the sleepers were the weak point, combined with the absence of the ballast. I noticed, also, that sleepers on other parts of the line were in urgent need of renewal, and I found that the treenails on the other line of rails, at the site of the present accident, were in a very unsatisfactory state.

I have no doubt, that, after the experience of the present accident, the Company will lose no time in relaying their line, and fishing the joints of the rails, and that they will secure the existing line in the meantime, by partial renewal and careful attention, which are certainly much needed.

I am, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

OSWESTRY AND NEWTOWN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th January 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Oswestry and Newtown Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the accident to a goods train on the 9th November last, between Montgomery and Abermule on the Oswestry and Newtown Railway.

I am, &c.

JAMES BOOTH.

*The Secretary to the
Oswestry and Newtown
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 31st December 1861.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your order of the 14th ultimo, the result of my inquiry into the circumstances which attended an accident that occurred on the 9th November to a goods train, between Montgomery and Abermule on the Oswestry and Newtown Railway, by which the engine driver, William Baker, and fireman, Marmaduke Herrington Kerr, were killed, one of the guards with the train, Thomas Finchett, was a good deal hurt, and the other, Peter Shaw, slightly.

The 7.45 a.m. up goods train from Llanidloes to Oswestry left Llanidloes at 8h. 5m., having been delayed up to that time by shunting, and when it left the train consisted of engine and tender, one truck, and a guards van at the tail of the train. It reached Newtown at 8h. 50m., or 10 minutes after the proper time. When the train left Llanidloes, the engine driver, fireman, and guard, Finchett, were the only persons who accompanied it, and on its arrival at Newtown, Finchett ceased to act as guard, but handed the train over to another guard (Shaw), and when the train left at 9h. 20m., five minutes late, he got on the engine for the purpose of proceeding to Oswestry, to take charge of the 4h. p.m. down passenger train.

The train reached Abermule, four miles from Newtown, at 9h. 30m., where three waggons were taken on, and a short distance further on the engine took in water. Before starting from Abermule, the engine driver, fireman, and the two guards went into

a public house, and it is said remained about five minutes, and there they were each treated to two glasses of rum and milk.

When the train left Abermule for Welshpool at 9h. 45m. a.m., it consisted of engine and tender, three waggons and a break van. It was due to arrive at Welshpool, 10 miles distant, at 10h. 30m. a.m., having to stop, if signalled to do so, at Montgomery and Fordern stations. It proceeded on its way for about 1½ miles, travelling according to the guard Finchett, at the rate of 30, and by guard Shaw's statement at 36 miles an hour, when the whole train suddenly and without any previous warning got off the rails, and the engine and tender and the two leading waggons ran down the embankment of about 20 feet in height on the right or east side of the line, while the last waggon and the break-van got off the rails on the opposite side of the line.

The place where the train got off was nearly midway between Abermule and Montgomery, on a rising incline of 1 in 155, and about the middle of a curve of 40 chains radius bending to the left. The engine, tender, and the two leading waggons were all found at the bottom of the embankment, with their position completely reversed to what it had been before the accident occurred; the engine, on its wheels, was turned directly round towards Newtown; then came the tender, nearer to Montgomery than the engine, also reversed, and separated from the engine, and turned over on its left side; next, a Great Western waggon reversed, and lying on its left side, still nearer to Montgomery; and then another waggon, nearer still to Montgomery, reversed, but standing on its wheels. The third waggon was entirely off the rails to the left, at the opposite side of the line, and it stood diagonally across the line, and the break van in which the guard Shaw rode was lying on its left side, behind the third waggon, and partly down the embankment.

The fireman was found under the right driving wheel, and the engine driver between the tender and the leading waggon.

The only person with the train who could give any information as to what had occurred on the engine prior to the accident was the guard Finchett, and he says he was in the act of replacing a tallow pot on the shelf over the door of the fire box, which had fallen off from its place, when the train got off the line; and he thinks the engine must have been off the road when he was in the act of putting the pot on the shelf, although he had not

previously felt anything whatever like a jerk, and the next thing he remembered was finding himself on the side of the embankment. Several parties saw the train, and were impressed with the idea that it was travelling very fast,—much faster than usual, and the driver had the reputation of being a fast driver; but there are no means of ascertaining at what rate the train was actually proceeding.

The first traces of something having gone wrong were discovered about 70 yards back from the place where the engine lay, and these traces apparently consisted of a wide mark on the ballast, a short distance from the rail, on the outside of the right rail, for the length of about 15 yards, and which mark the general manager of the line, Mr. R. B. Elwin, said looked as if a sleeper had been drawn along the ballast, leaving it pressed down and perfectly smooth, but he was unable to satisfy himself that the mark was made by a wheel, or that there was any corresponding mark on the inside of the left rail, which there probably would have been if the mark had been made by one of a pair of wheels. He says there were slight marks at intervals, but he does not think they were made by a wheel.

The resident engineer, Mr. R. Piercy, inclines to the same opinion as the general manager with respect to these marks on the ballast; but the ganger of the platelayers on whose length the accident occurred states that these marks were undoubtedly made by wheels. Several of his men agree with him; but one of them did not observe any marks inside the left rail, and another thought the marks were not made by wheels. The superintendent of smiths and carpenters at Oswestry, who is said to be an experienced man, speaks very positively on the subject, to the effect that the mark on the outside of the right rail was about 6 inches wide, and not above 2 inches deep, but exhibiting indications of the flange and tread of the wheel, about 3 inches from the rail, and that on the inside of the left rail there was a corresponding mark, not so deep or so plain as the other, and which could not be traced for the same distance as that outside the right rail. He also states that the mark on the ballast terminated at a joint on the right hand rail, where the two forward bolts of a fished joint were broken, and the forward rail was forced out, and bent considerably outwards; that the next two or three lengths of rails on the right-hand side were also twisted and bent; and there were marks at the sides of the twisted rails as if wheels had rubbed and ground against them. Some of the chairs and some of the dog spikes were broken; other of the dog spikes were drawn out.

All parties agree in saying that no traces of any mark in the rails could be found showing where any wheel had mounted.

The permanent way on the line consists of a flat-bottomed or contractor's rail weighing 70 lbs. per lineal yard, in lengths of 24 feet, and with 8 transverse wooden sleepers 10" x 5" half round, for each length of rail. The joints are fished with 2 plates and 4 wrought iron bolts. The rails are fixed down to the transverse sleepers by means of dog spikes passing through a flat wrought-iron plate or chair weighing about 4 or 5 lbs., and having the head of the spike resting on the lower flange of the rail. The cant or super-elevation of the right rail on the outside of the curve is said to have been rather better than 2 inches, and the line is stated to have been in good order, and to have been found so after the accident, up to the spot where the fished joint was broken.

The engine which drew the train is a six-wheeled engine, with the leading and driving wheels coupled, and having inside cylinders 16 inches in diameter and 22 inches stroke. The leading and driving

wheels are of 5 feet in diameter, and the trailing of 3 feet 6 inches. The distance between the leading and driving wheels is 7½ feet, and 6½ feet between the driving and trailing wheels.

The disposition of the weights on the wheels is as follows:—

—	Leading wheels.	Driving wheels.	Trailing wheels.	Total.
	ton. cwt. qr.	ton. cwt. qr.	ton. cwt. qr.	ton. cwt. qr.
With the engine empty	8 19 3	9 0 0	4 0 3	22 0 1
With the engine full	9 15 2	10 5 2	4 8 2	24 9 2

There can be no doubt that the engine is ill-adapted for running at high speed with safety, and that it was never intended to be so run, as the Company's regulations prescribe 20 miles an hour as the maximum rate at which goods trains should travel.

The evidence is conflicting as to the state of the line immediately after the accident occurred, a careful record not having been made at the time, so that it is now impossible to say with any certainty whether any vehicle got off the rails, and made the mark on the ballast further back than the joint where the bolts of the fished joint were broken and the rail forced out; but I could trace slight abrasions on the outside of the flange of the right rail at this part, and they were very decided on the inside of the flanges of the rails further on, which had to be taken out and replaced.

The leading and driving wheels of the engine were found nearly true to gauge; the trailing wheels had the axle slightly bent. A portion of the flange of the right leading wheel was shaved off on the inside, and the flange of the right trailing wheel was indented. Portions of the flanges of the left leading and left driving wheels were shaved off on the inside. The tender had only four wheels, and neither the leading nor trailing wheels were found quite true to gauge, but they appear to have been slightly strained, possibly from the tender falling over on to its side. The flanges of the leading wheels were indented, and the left leading wheel had a portion of its flange shaved off on the inside.

The engine seems to have diverged greatly from the line of rails, and commenced to run down the embankment about 30 yards beyond the spot where it is said the bolts of the fished joint were broken, and the rails torn out, to the number of about six altogether, on the right line of rails.

From the evidence placed before me, as regards the condition of the permanent way, and the construction of the goods engine, I am forced to the conclusion that the accident resulted from the high speed at which the train was driven; and the strongest proof which is forthcoming that the speed was great is furnished by the reversed position of the engine tender and two of the four vehicles. It seems probable that the leading wheels of the engine first got off the rails to the right of the line, and abraded or shaved off a portion of the outside flange of the rails that were not disturbed further back than the broken fished joint, where the marks on the ballast were observed. I would recommend for the consideration of the Directors of the Oswestry and Newtown Railway, that iron tie-rods should be introduced two to each length of rail, or that the rails should be fastened to the sleepers adjacent to the joints by means of fang-bolts, instead of depending entirely on the dog spikes.

I have, &c.,

The Secretary
Railway Department,
Board of Trade.

W. YOLLAND,
Col., R.E.

SHREWSBURY AND WELSHPOOL RAILWAY.

Railway Department, Board of Trade,
Whitehall, 21st Nov. 1861.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the Shrewsbury and Welshpool Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 23d ultimo near Hanwood station on the Shrewsbury and Welshpool Railway, to a train conveying contractor's servants.

I am, &c.

The Secretary of the
Shrewsbury and Welshpool
Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, 19th Nov. 1861.

Sir,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your Minute of the 28th ult., the result of my inquiry into the circumstances which attended the accident that occurred on the 23d ult. near Hanwood Station on the Shrewsbury and Welshpool Railway, by which three persons were killed and two others were seriously injured.

A portion of the Shrewsbury and Welshpool Railway, including the Minsterley Branch, has been opened for public traffic for some time, and the company are now engaged in pressing forward the completion of their main line. The works of construction have during the last few months been transferred to another contractor, Mr. France, formerly secretary to the Railway Company, and he made arrangements with the London and North-Western Railway Company, who work the opened portion of the Shrewsbury and Welshpool Railway, to run a train from Bellevue near Shrewsbury, at the junction with the Shrewsbury and Hereford Railway, over the opened portion and on the unfinished line to Middletown, where the works are now in progress, early in the morning, before the London and North-Western trains commence running, and from Middletown to Bellevue in the evening, after the London and North-Western trains had ceased to run. The original purpose for which Mr. France obtained permission to run these trains was to bring materials for the construction of the line, but the men engaged on the work availed themselves of the opportunity of riding on the trucks to and from Middletown to the vicinity of their residences at Shrewsbury and at other places along the line, when proceeding to work on the morning and returning from it when the day's labour was ended. When Mr. France first commenced to run these trains he only sent 2, 3, or 4 trucks, sufficient in fact to carry the materials, but when he ascertained that the men made use of these trucks in going to and returning from their work, he was obliged, in consequence of the number of persons making use of them, to increase the number of trucks to 7 or 8, so that they should not be unduly crowded in the trucks. None of the men so conveyed paid any fare to Mr. France or the London and North-Western Railway Company for their journey, and the former did not derive any benefit, but was in fact subjected to extra expense from having to carry his workmen to and from their work; and there can be no doubt that it was a great advantage to the men, especially to those who were married, in enabling them to return to their homes, instead of going into lodgings in the immediate vicinity of Middletown.

On the morning of Wednesday the 23d Oct. a train, consisting of engine and tender, six trucks, and a break van placed at the rear of the train, left Bellevue a little after 5 o'clock, and after stopping at

Red Hill to pick up some of the workmen, it was, when travelling at about 15 miles an hour, at about $3\frac{1}{2}$ miles from Bellevue, suddenly separated into two parts, and the after part of the train, consisting of 3 trucks and the guard's break van, got off the rails, and the leading truck ran down the embankment of 7 or 8 feet in height. Some of the men, who were sitting on the sides and ends of the trucks, in spite of repeated injunctions to sit down in the trucks, were thrown off, and two of the number were killed on the spot. One of these was found under one of the wheels of the leading waggon; the second was found between a part of the fence and the lever handle of the break; and a third, who was under the second truck, received such injuries that he died on the Friday following. But the greater number of the men who had been sitting down in the waggons, got out of them after they stopped. The engine-driver heard the men calling out, and on looking back he missed the light from the van, but it was too dark at the time to see exactly what had happened, as the occurrence took place about half past five A.M.

The cause of the accident was soon ascertained. The draw-bar at the tail of the third truck had drawn out and dropped on the ground. It was about 7ft. 5in. long, and after the first graze on the ballast the end had struck into a sleeper, a little to the left of the middle of the 4ft. 8 $\frac{1}{2}$ in. space, and as the other end still remained attached to the coupling from the fourth truck the dropped down draw-bar acted as a lever to raise up the leading end of the fourth truck, and to throw the wheels off the line to the right. The other trucks followed the leading truck. Four chairs were broken on the right-hand line of rails in the space of 10 yards from the sleeper against which the end of the draw-bar had struck, and pieces were chipped off some few other chairs on the same line, but the rails were not disturbed at all. There is a slight curve in the line at this place, and the line is on a level.

The leading truck stopped, without being overturned, about 50 yards beyond the sleeper marked by the end of the draw-bar.

The permanent way, which was in good order, had nothing to do with the accident. It was caused in the following manner:—

The draw-bars under the third waggon consisted of a short piece to the front and a long piece to the rear of the waggon, and the ends of these bars under the waggon were screwed into a circular iron boss, fitted with right and left handed screws, so that when the boss was turned round in one direction the draw-bars were tightened up together, and when it was turned in the opposite direction the draw-bars were withdrawn from each other, and must eventually drop out of the boss. There was a small circular hole $\frac{1}{8}$ inch in diameter, passing through the boss, and also through the end of the draw-bar, into which a split pin was usually placed, to prevent the boss from working round on the end of the draw-bars, and from thus becoming loose and dropping out. It is stated that the waggons in this train were all examined by two men on the previous evening, and that the split pin was then through the boss and draw-bar, and also that the ends of the pin were opened outwards, to prevent it from slipping out. However, it is quite certain that the boss could not have become unscrewed if this split pin had still remained through it and the draw-bar, and the accident was clearly occasioned by its absence.

The draw-bars of all the other waggons in this train were differently secured, and it is manifest that this mode of fastening the draw-bars together is insecure, objectionable, and dangerous. The waggon was made by Messrs. Wright, of Birmingham, and was under repair about a month before the accident

happened, and the female screws in the iron boss were in very good order.

It does not appear to me that any blame attaches to the contractor or any of his servants; but I would recommend that this mode of attaching draw-bars to each other under waggons should be given up; and

that a copy of this report, when it is printed, should be forwarded to Messrs. Wright.

I have, &c.

*The Secretary,
Railway Department
Board of Trade.*

W. YOLLAND.
Col. R. E.

SOUTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 22nd July 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the Officer appointed by my Lords to inquire into the circumstances attending the collision which occurred on the 23rd ultimo between a South-Eastern train and a London, Brighton, and South Coast train at the Bopeep Junction, near St. Leonard's.

I am, &c.,
JAMES BOOTH.

*The Secretary of the
South-Eastern
Railway Company*

*Railway Department Board of Trade,
Whitehall, 22nd July 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the Report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances attending the collision which occurred on the 23rd ultimo between a South-Eastern train and a London, Brighton, and South Coast train at the Bopeep Junction near St. Leonards.

I am, &c.
JAMES BOOTH.

*The Secretary of the
London, Brighton, and South Coast
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 2nd July 1861.*

SIR, I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended a collision that occurred on the 23rd ultimo by a passenger train of the South Eastern Railway Company running into a passenger train of the London, Brighton, and South Coast Railway Company, at the Bopeep Junction of these lines of Railway, near the St. Leonard's Station of the London, Brighton, and South Coast Railway.

The London, Brighton, and South Coast Railway Company's train which left London at 8-10 A.M. on the 23rd June, joined a train from Brighton at Lewes. This train arrived about 19 minutes late at the St. Leonard's Station, which is about 300 yards west of the Bopeep Junction.

This delay is in part accounted for by an alteration made in the starting of the train from London, and in its having to wait for the Brighton train at Lewes. It also appears to have lost about 5 minutes on the road.

A notice issued by the Company on the 7th June informed the parties concerned, of the intended alteration in the starting of this train, but the notice omitted to show the change in the hours of arrival and departure from the various stations on the line, which would be the consequence. The omission is to be regretted, though it was not the cause of the accident.

The train was composed of an engine and tender, 18 passenger carriages, one of which had no passengers and was used as a break, and two break vans.

The breaks were placed one behind the engine, one about the centre of the train, and one at the tail.

As soon as the engine-driver was ready to leave the St. Leonard's Station, he whistled, and the signals at the Bopeep Junction were lowered to "all right." The driver accordingly proceeded towards Hastings, and had entered the Bopeep Tunnel, just beyond the Junction, when his train was struck about the middle, or twelfth, carriage, by the South Eastern Company's train, travelling in the same direction, which is appointed to leave London for Hastings at 8-20 A.M.

The carriage of the London, Brighton, and South Coast Railway, which was struck first, was next behind the centre break van. It was knocked off the rails, the side and the framing were much injured, and the hind wheels were knocked off. The front part of the train, to which it remained attached, was stopped by its dropping into a hole in the roadway in the tunnel, where the men were repairing the line.

Five or six carriages in rear of this one were detached from the train, knocked off the rails, and had their sides, compartments, and frames damaged, but fortunately did not upset.

The South-Eastern Company's train was composed of an engine, tender, 15 passenger carriages, and three breaks, one next the engine, one about the centre, and one at the tail of the train. The train is said to have been about 16 minutes late on leaving Tunbridge, and the driver admits that he was trying to make up time, though he states at the same time, that his speed on coming out of the cutting, about half a mile on the Tunbridge side of the Bopeep Junction, was not greater than 28 miles an hour. The guard states the speed at this place was about 35 miles an hour, and as the time table gives an average speed of 30 miles an hour between Battle and St. Leonard's Stations, it appears probable that the speed given by the guard is not too great.

The driver of the South-Eastern train states "that on coming out of the cutting, which is about 700 yards from the Bopeep Junction distant signal, he perceived that signal to be at danger. That he whistled for the breaks, then whistled for the danger signal to be taken off, which not being done, he reversed his engine and put the steam on, but that he could not stop his train, which he states, ran past the distant signal at a speed of 10 or 12 miles an hour, and ran into the London Brighton and South Coast train at a speed of 5 or 6 miles an hour."

The driver attributes his inability to stop his train to the greasy state of the rails from the late rain, and to the breaks not having been properly applied.

The guards of the South-Eastern train all three state that they applied their breaks before the driver whistled for them, as they perceived the distant signal at "danger" on coming out of the cutting about 700 yards before reaching it. One of them, who is a porter and was acting as guard, states that he heard the driver whistle for the "danger" signal to be taken off before he whistled for the breaks.

The whole of the evidence leads to the conclusion that the driver approached the distant signal of the Bopeep Junction at a greater speed than he should have done; that he attempted to whistle down the "danger" signal before he whistled for the breaks, and did not reverse his engine till he perceived the steam rising from the London, Brighton, and South Coast Railway train, which was in the junction cutting, but it was then too late.

The regulations of the South-Eastern Company are, that when the distant signal is at "danger" drivers should stop their trains outside it. This regulation the driver appears to have disregarded, and the collision was the result.

Three persons are reported to have received severe bruises, and six or seven others to have been slightly shaken, but none to have been seriously injured.

The driver has been employed by the South-Eastern Railway Company for 13 years as driver, and he has been 28 years in the service of the South Eastern and Greenwich Railway Companies, and bears a very good character.

The signal box at the Bopeep Junction, which belongs to the South-Eastern Railway Company, appears well placed for the signalman to see the distant signals towards the St. Leonard's station of the London, Brighton, and South Coast Railway, which it commands, and also to see the distant signal towards Tunbridge Wells. This latter signal is only about 260 yards from the junction, and its distance cannot be increased without moving it out of sight of the signal box at the junction. A repeating signal placed a good distance in advance towards Tunbridge Wells would appear very desirable.

The approach of the South-Eastern Railway to the Bopeep Junction has two sharp curves, of the S form, of about 7 chains radius each. The 300 yards next the junction is through a cutting, and the gradient is falling 1 in 132 for the last 260 yards. This junction should always be approached with great caution.

The break-power attached to both trains was not sufficient in the opinion of the other inspecting officers of this department, and if the evidence of the driver and guards of the South-Eastern train can be depended on, it is shown to have been quite insufficient in the present instance.

I have, &c.
J. H. RICH.
Capt. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

*London, Brighton, and South Coast Railway,
Secretary's Office,*

SIR, *London Bridge, 30th July 1861.*

I HAVE submitted to my Board the letter which you addressed to me on the 22nd instant, enclosing a copy of Captain Rich's report on the collision which occurred on the 23rd ultimo at the St. Leonards Station.

In that report Captain Rich states that this Company's train was composed of an engine and tender, eighteen passenger carriages, (one of which had no passengers, and was used as a break,) and two break vans.

And, in the concluding paragraph of his report, Captain Rich states that the break power attached to both trains (viz., that of the South-Eastern Company and our own,) was not sufficient in the opinion of the other Inspecting Officers of the Railway Department of the Board of Trade.

My Directors feel that, by that observation, blame is sought to be attached to this Company in a vague and undefined manner, and they are therefore unable to leave the matter unnoticed.

This Company's rule as regards break power is very simple. Except in peculiar or special cases, no train whatever is allowed to travel without having a guard and a break at each end of the train. Should the train exceed twenty carriages, a third guard and break are placed in the centre of the train. In other words, it is a break for every ten vehicles.

My Directors are of opinion that this rule, which is strictly carried out, secures a due amount of break power, and indeed, if anything, a larger amount than is usually provided elsewhere. If, therefore, it be the opinion of their Lordships that my Directors ought to re-consider the matter, they will give their

best attention to any practical suggestion with which they may be favoured.

*The Secretary,
Railway Department,
Board of Trade.*

I am, Sir,
FRED. SLIGHT,
Secretary.

*Railway Department, Board of Trade,
Whitehall, 3rd October 1861.*

SIR,

WITH reference to your letter of the 30th July, on the subject of the collision that occurred on the 23rd June, at the St. Leonards Station of the South-Eastern Railway, between a train belonging to the South-Eastern Railway Company and one belonging to the London, Brighton, and South Coast Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company the enclosed copies of observations thereon made by the Inspecting Officers of this department to whom your communication was referred.

*The Secretary to the
London, Brighton, and
South Coast Railway Company.*

I am, &c.,
JAMES BOOTH.

My letter of the 2nd July 1861 does not attribute the blame of the collision therein reported on to the want of break power attached to the London, Brighton, and South Coast Railway Company's train, but the evidence of the guards and drivers of the South-Eastern Company's train shows that the break power attached to the South-Eastern train which ran into the London, Brighton, and South Coast train, was insufficient to stop their train.

As the break power attached to the South-Eastern train was rather greater than that attached to the London, Brighton, and South Coast Railway train, the latter cannot be considered to have been provided with sufficient break power to control the train in case of emergency.

The proportion of one break to every 10 carriages, which the London, Brighton, and South Coast Railway Company state to be the proportion they generally use, does not appear sufficient.

F. H. RICH,
Capt. R.E.
5th August 1861.

I do not think one break to every 10 vehicles affords a sufficient proportion of break power with fast trains. By the application of a good system of continuous breaks, the Brighton Company would be able to increase that proportion materially without augmenting the number of guards.

H. W. TYLER.
6th August 1861.

The proportion of one break to every 10 vehicles is, in my opinion, totally insufficient to provide for the safety of the public travelling in fast trains. Three-fourths of the collisions which now occur would, probably, be altogether avoided or materially mitigated in their results, if railway companies, by the use of suitable mechanical arrangements, such as the adoption of continuous breaks on their trains, and steam breaks on their engines, would give their servants in charge of their fast trains the power to arrest them in the shortest possible space in which a single vehicle can be stopped.

The London, Brighton, and South Coast Railway Company have had Mr. Parkinson's continuous break fitted on some of their carriages, and I believe it has

been run for some time. I do not know what opinion has been formed respecting its merits, but I am quite certain that there is no difficulty whatever in finding good continuous breaks that will enormously increase the retarding force which can be applied to a passenger train.

It certainly should be distinctly understood that the inspecting officers consider one break to 10 vehicles to be entirely insufficient.

W. YOLLAND.
10th August 1861.

SOUTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 19th August 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the South-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the accident that occurred to a goods train on the 13th ultimo, in the Stroud Tunnel of the South-Eastern Railway.

I am, &c.
T. H. FARRER.

*The Secretary of the
South Eastern
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 15th August, 1861.*

SIR, I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, that in accordance with your instructions dated 18th July 1861, I visited Stroud on the 13th instant, to inquire into the accident reported to have occurred on the 13th July 1861 to a goods train belonging to the South-Eastern Railway Company in the tunnel adjoining that station, by which accident Charles Whitehead met his death.

The goods train which left London at 3.55 p.m. on the 13th ultimo, arrived in due course at Stroud. After the necessary arrangements connected with the goods department at that station had been made, it left for Maidstone a few minutes before 8 p.m. the same evening.

The train was composed of an engine and tender, twenty-six loaded trucks, and two break-vans, one next the tender and the other at the end of the train.

The driver backed his train, as usual, into the tunnel on the London side of the Stroud Station, to get a start up the incline which forms the approach to that station, and extends for about 300 yards beyond it, though the line is level opposite the station.

He states that he was going at a speed of about four or five miles an hour, and that about ten trucks had entered the tunnel, when he became aware that something had gone wrong from the shock that he felt. He reversed his engine and told the fireman to put on the break, which stopped the train at once.

The break-van at the tail of the train, and the loaded trucks following it, appear to have gone safely through the points near the entrance of the tunnel, and to have kept on the rails till they reached the single crossing between the up and down lines, about 32 yards further in.

The breaksmen in the last van states distinctly, that he felt his van get off the rails at this point, that he applied his break at once, but that the van turned over on its side almost immediately.

It appears from all the evidence, as well as from the marks on the brick archway of the tunnel, that the hind van left the rails at the point stated by the breaksmen, crossed the up line of rails, was driven against the archway of the tunnel, and then turned over on its side, across the up line. A small truck next to it followed, was crushed to pieces, and a heavy truck next in front of the small truck was turned over, partly on its side and partly on end across the down line.

The three goods trucks next in front of these left the rails, but did not capsize.

The breaksmen in the last break-van states, that Charles Whitehead (engine cleaner to the South-Eastern Railway Company) got into this hind break-van without his leave as he entered the tunnel. He felt him pass by him across the inside of the van when it got off the rails. The van upset immediately afterwards, and he knows nothing further, as he was much shaken by the fall.

Charles Whitehead was found dead under the van, which he must have got out of just before it fell over.

This man's friends live at Maidstone. It is supposed that he intended to go and see them. He had no permission to travel by the train.

I could not detect any marks either on the rails or chairs to show where the several carriages had left the line, but the evidence of all parties tends to prove that it must have occurred at the point of the single crossing, which was not damaged. Two of the rails further on were bent, but from the evidence given, this appears to have been done in getting the carriages that were upset back on the line.

Seven of the axles of the five trucks, which got off the rails, were bent, as also the shaft of the break-van. The carriage examiner states that he inspected and found them perfect before the train left Stroud Station.

The platelayer, who is in charge of that part of the line, states that he had examined it on the evening that the accident happened, and that he was at work in the tunnel when the goods train passed through. He states that the points and that part of the permanent way where the accident happened were in perfect order, and that he had not touched them.

Taking into consideration the whole of the evidence of the persons concerned, which agreed in the general facts, I am of opinion that some ballast or other obstruction must have got into the point at the single crossing, and caused the accident above reported.

I have, &c.
J. H. RICH,
Capt. R.E.

*The Secretary,
Board of Trade,
Whitehall.*

SOUTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 25th November 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the South-Eastern Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to enquire into the circumstances which at-

tended the collision that occurred on the 4th instant at the Surrey Canal Junction on the South-Eastern Railway, between a passenger train and a goods train.

I am, &c.
JAMES BOOTH.
*The Secretary of the
South-Eastern
Railway Company.*

*Shepton Mallet,
22d November 1861.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 9th instant, the result of my enquiry into the circumstances which attended a collision that occurred between a passenger and a goods train, at the Surrey Canal Junction on the South-Eastern Railway, on Monday the 4th November, when twelve persons received some very slight injuries.

This portion of the South Eastern Railway Company's line is worked with the assistance of the electric telegraph, and it is understood that, according to the regulations and usual practice, no train is permitted to follow another from a station until the train has been telegraphed forward to the next station, and a reply been received, saying that the line is clear, before the train is authorized to start. The Surrey Canal Junction is properly protected by junction and distant signals, the down distant signal on the main line towards London being 574 yards from the junction. Commercial Dock Station is only 884 yards on the London side of the Surrey Canal Junction, and in clear weather the signals at the junction can be seen from the Commercial Dock Station.

On the evening of the 4th November the 8.5 down passenger train from London to Greenwich reached the Commercial Dock Station about 8.12, and the train having been telegraphed forward to the Surrey Canal Junction by the signalman at the Commercial Dock Station, and the usual acknowledgment having been received, the train was directed to start; but at the moment when the signalman at the Surrey Canal Junction gave that telegraphic acknowledgment, there was a down cattle train passing out on to the main down line at the junction from the Bricklayers' Arms branch, and according to the junction signalman the engine and tender and eight or nine trucks had passed his box when he received the telegraphic signal from the Commercial Dock Station, and by the time that the cattle train was half its length on the main down line, the 8.5 p.m. Greenwich down passenger train ran into it, and threw three of the cattle trucks off the line, and some of the carriages in the passenger train were slightly damaged.

The signalman at the Surrey Canal Junction, who had been six years employed at this junction, admits that he did not give the "line blocked" to the Commercial Dock Station when he lowered the branch line semaphore signal for the cattle train to come out on to the main down line, although it was his duty to do so, in accordance with the company's regulations, and he therefore gave back a false signal to the Commercial Dock Station, in reply to the telegraphic signal, that the passenger train (8.5) was ready to start, in saying the junction was clear, when the trucks were rolling past his box, part being on the main down line, but the greater portion on the branch down line. And he says in extenuation, that he omitted to give "line blocked" to the Commercial Dock Station when he lowered the semaphore signal for the cattle train to come out from the branch, because he considered that he could get the line clear before it would be required; again he says, he never did it before for a cattle train, but that he has done it for a light engine that has been standing there. He allows that it is against the regulations.

This signalman also asserts that the main down line signals, both distant and at the junction, were at "danger" when he sent the false telegraphic signal, and his statement in this respect is supported by that of the signalman and telegraph boy at the Commercial Dock Station, who both say that the down distant signal was at "danger" when the down 8.5 train started from that station.

On the other hand, the engine driver of the 8.5 p.m. Greenwich down train states, that the Surrey Canal down distant signal stood at "all right" when he

left the Commercial Dock Station, but the junction signal was against him. He also says that the distant signal remained at "all right" up to the time he passed it, and then he commenced whistling for the junction signal to be taken off, and went cautiously forward, as he could not see any other light than the junction light, nor any danger, until he was too close to the cattle trucks to do any good; and the buffers of his engine caught the buffers of one of the cattle trucks, and then three of the cattle trucks were thrown off the line, but neither his engine nor the carriages were thrown off the line. The driver's statement is supported by that of his fireman; but the guard of the passenger train could give no information on the subject; and he says, he did not know that anything was wrong until the collision actually occurred; although, according to the company's regulations, he should have been keeping a look-out for the signals. He also says that he did not hear any whistle, and the driver does not assert that he whistled for the breaks, but gave two whistles. The passenger train consisted of a tank engine and 8 coaches, and the guard rode in the last, with 2 or 3 carriages in front, continuously coupled together with Newall's patent breaks, so that if the signal for the breaks had been given and heard, or if the guard had kept a proper look-out, the train could have been arrested in a very short distance. The driver says he was not running more than four miles an hour when the collision occurred, and I think it is evident, from the results, that he was not running fast.

The primary cause of the collision was undoubtedly the false telegraphic signal given by the Surrey Canal Junction signalman to Commercial Dock Station, and I consider that he was greatly to blame. If the driver's statement be accepted as correct, respecting the down distant signal being at "all right" when he left the Commercial Dock Station (which appears, however, to be exceedingly doubtful), that will not justify his coming into collision with the cattle train, after running half a mile on a dead level, with a red light full in his face, and with a break on his engine, and powerful breaks at the tail of his train.

The presumption with respect to the driver is, that having been permitted to start from the Commercial Dock Station, and knowing the system on which the line is worked, he had failed to keep a good look-out. I understand that one of the company's servants with the cattle train heard a whistle from the passenger engine just as the collision occurred, which strengthens the aforesaid presumption. I have no doubt that he also was greatly in fault.

The company's mode of working must undoubtedly protect the public from ordinary collisions, unless, as in this instance, the regulations for carrying on the traffic are broken, and combined with such infraction of the regulations that the engine driver failed to keep a proper look-out. But I think the company's system would be made more perfect, and not so often departed from, if a record book were kept at the Surrey Canal Junction box, as at the Commercial Dock Station, it being of far more importance to have such records at junctions than at intermediate stations. I would also suggest, that it would be desirable to have a break whistle on all engines so that it may never for an instant be doubtful to the guards when the driver is whistling for a signal to be taken off or telling a signalman at a junction to which line he is going, in contradistinction to the call for the breaks to be promptly applied. And the practice adopted on the broad gauge and on some few narrow gauge lines is to make use of a hoarse whistle as the break whistle. Some seconds of very valuable time might frequently be saved if this were done.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*
W. YOLLAND,
Col. R. E.

STOCKTON AND DARLINGTON RAILWAY.

Railway Department, Board of Trade,
26th September 1861.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Stockton and Darlington Railway Company, the enclosed copy of a report which their Lordships have received from Captain Tyler, R.E., the officer appointed by them to enquire into the circumstances which attended the accident that occurred to an excursion train on the 29th ultimo, near the Bowes Station of the South Durham and Lancashire Union section of the Stockton and Darlington Railway.

I am, &c.
J. E. TENNENT.

*The Secretary,
Stockton and Darlington
Railway Company.*

*Barnard Castle,
14th September 1861.*

SIR,

IN compliance with the instructions contained in your minute of the 2nd instant, I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 29th ultimo, near the Bowes Station of the South Durham and Lancashire section of the Stockton and Darlington Railway.

A special excursion train was appointed to run on that day from Darlington to Windermere and back, leaving Darlington at 6.30, a.m., and Windermere, on the return journey, at 5.30, p.m. After starting from Darlington at 6.35 in the morning, it reached Windermere in due course; and it left that station punctually at 5.30 in the evening, for Tebay, Kirby Stephen, Barnard Castle, and Darlington, on its return, with about 180 passengers.

It left Tebay at 6.25, and arrived at Kirby Stephen at 7 o'clock, running twelve miles in thirty-five minutes; and it left Kirby Stephen at 7.7, consisting of an engine and tender, six carriages, and two break-vans. It proceeded all right for thirteen and a half miles from that place, and was within three and a half miles of Bowes, when, at 7.45, the engine suddenly left the rails to the right hand, and ran down the slope of the embankment, about eight feet high, which occurs on that part of the line.

The engine fell over on its right side at the bottom of the embankment, at eighty-two yards only from the point at which it first left the rails. The tender lay behind it, partly turned over. The leading van lay on its right side, at right angles to the line, rather in advance of the tender; and parallel to this van, there was a third-class carriage, also on its right side, but in a reverse position, so that the wheels of these two vehicles pointed towards, and were locked in each other. A third-class carriage third in the train was inclined at an angle of about 72° to the line, and was partly heeled over. A first-class carriage next to it was on its wheels, leaning partly against it, and partly against a second-class carriage behind, which, with another second-class carriage, was on its right side. A third second-class carriage stood, leaning over to the right, on the slope of the embankment; and the last van was behind it, with its front wheels on the slope, and its trailing wheels on the top of the bank. This van was only about twenty-five yards from the spot where the engine first left the rails.

The driver and fireman were found under a heap of coke, which had fallen on them from the tender, with their legs jammed in between the quadrant of the reversing lever and a cover provided on the engine to shelter them from the weather. They could not be extricated from their position for eight hours, and were so much injured and burnt, that the driver has since died, and the fireman is not expected to recover. A third person, also a fireman in the service of the Company, was thrown off to the right on the grass, and stunned; but he escaped without serious injury.

Nearly 300 passengers were riding in the carriages, but only six of them are reported to have been injured; a result which is very surprising, considering the speed (stated by different witnesses at from 25 to 35 miles an hour) at which the train appears to have been travelling, the sudden way in which it was brought to a stand, and the manner in which the carriages were thrown about.

This result is due partly to the length and strength of the carriages, which reflect credit upon the Company, but principally to the fact that the hind van and three carriages in front of it were connected together with continuous breaks of Mr. Newall's pattern. The superintendent of police, Mr. Brown, who rode in that van, had applied these breaks, after passing the summit, for the purpose of checking the velocity of the train down the steep gradients which they were descending; he had given them an extra turn or two shortly before the accident, when he found the speed increasing; and he held the break-handle in his hand when it occurred. These breaks, acting upon the wheels of four vehicles, and producing a powerful resistance at the tail of the train, prevented the carriages from running forward upon the engine and each other with the violence that they would otherwise have done, when the engine was brought so suddenly to a stand; and the destruction of the carriages from collision with one another, which so frequently happens, and which is so liable to be attended with fatal results to the passengers, was thus avoided. In fact, the damage done to the carriages was principally confined to that which they received by coming into contact with the ground, and did not arise from collision with one another, except in the case of one which had its end partly knocked in against the tender, a second, which was indented by the corner of one behind it, and two or three cases in which the buffers came in contact with the pannelling. I may add, that these carriages, besides being about 35 feet long, were strengthened by means of vertical timbers on their ends, according to a method which has always been adopted by this Company.

I have had occasion to draw their Lordships' attention, in the case of previous accidents, to the want that has existed of a powerful break at the tail of a train, to the good effects that would have resulted from the employment of continuous breaks in such a position, and to the loss of life that might thus have been prevented. The present instance is a strong corroboration of the soundness of those views, if corroboration be required; and I trust that it may tend to induce those engineers and managers, who, on certain railways, either deny the advantage of such a precaution, or steadily refrain from adopting it, to amend this practice, if they do not alter their opinions, and to apply, not only a break-van, but also a series of continuous breaks at the tail of their trains.

I enclose a sketch of the engine (No. 1491), which was attached to the train in question. It was a six-wheel coupled mineral engine, with a six-wheeled tender. It had cylinders 17 inches in diameter, with a 26-inch stroke. The wheels were 5 feet in diameter, and there was a distance of 6 feet 2 inches between the leading and middle, and 5 feet 3 inches between the middle and trailing axles, measured from centre to centre. The weights on the wheels before and after the accident were as follows:—

	Before the accident, loaded with cold water.	After the accident, as returned, without water, and without chimney- gearing, &c.
	Tons cwt. lbs.	Tons cwt. lbs.
On the leading wheels	- 10 6 0	8 5 0
On the middle wheels	- 8 15 0	8 12 2
On the trailing wheels	- 11 3 1	9 11 2
Total	- 30 5 1	26 9 0

It was new in April 1860, and has only run altogether 7,109 miles since that time, having remained idle from June 1860 to July 1861. Its springs were uninjured, even by the accident; it was at work

again two days after it occurred; and it has been running ever since, without alteration of its wheels and axles: except that the trailing axle of the tender, which was slightly bent in the course of the accident, was straightened. At the same time, it must be added, that, as will be observed from the weights above given, its centre of gravity was behind its middle wheels; that its wheel base, 11' 5", was too short for great steadiness: that there was a considerable overhanging weight behind its trailing wheels; and that, therefore, if not absolutely unfit for running with a passenger train, it was at least not a desirable engine for that description of duty.

The gradient at the site of the accident was a descending one towards Bowes and Barnard Castle of 1 in 94, and the train had recently left a gradient of 1 in 67.5, descending in the same direction. The line curved to the left, or northward, on a radius of 79 chains. The engine had just passed over a bridge, or cattle-creep, of 6 feet span, constructed with cast iron girders on masonry abutments, before it left the rails.

The permanent way was laid with double-headed rails, weighing 75 lbs. to the lineal yard, in lengths of 18 and 21 feet. The joints of the rails were not, unfortunately, fished, but rested on cast-iron chairs, weighing 32 lbs. each; and the intermediate chairs weighed 18 lbs. each. The sleepers, of French larch, were half round, laid with the flat side downwards; were 9 feet long by 9" by 4½"; and were placed 3 feet apart on the average. The line was only opened for passenger traffic last month, and for mineral traffic in the previous April.

The first disturbance observable in the permanent way was at 9 yards on the east of the bridge above referred to, where a key on the outside of the outer rail of the curve was crushed and split into several pieces in its chair, apparently by the flange of a wheel which had got outside the rail. The chair behind the above chair was afterwards found to be fractured under the rail; and the chair in front of it, which was a joint-chair, had lost its inner jaw, and had had its outer jaw chipped and flattened. The east end of the rail in front of the above joint-chair had been thrown about four feet out of its place to the southward, and the line was torn up for about 50 yards forwards on the same side of the line,—the right, or south side, on the outside of the curve. The corresponding rails on the inside of the curve were undisturbed for 20 yards forward from the first point of disturbance, after which some of them were bent, evidently as the result of the accident. No mark was observed on the south rail east of the bridge, to indicate the precise spot at which the flange of the engine-wheel passed over it.

The gauge of the rails on this curve was, in places, from an eighth to a quarter of an inch below the ordinary gauge, 4' 8½", of the line; whereas it is desirable that it should be on the curves, if anything, rather wider than on the straight portions of the line. The super-elevation of the outer rail varied considerably on different parts of the curve, from less than half an inch, up to an inch and five-eighths, when I measured it this morning. It is stated to have been rather more than an inch upon the bridge referred to, when tried on the day after the accident.

But it was observed, that while the north rail on that bridge stood firm under the passage of an engine, the right rail deflected an inch or more at the west end of the bridge, in consequence of the longitudinal timber on which the chairs rested not having been supported on the bottom flange of the trough girder below it, while the rail and timber were held up together, when they were not weighted, by the strength of the rail, to the extent, or nearly, to which the sleepers at either end of the bridge were packed up.

These girders were not well bedded on the west abutments of the bridge. They were simply laid on the abutments, without being in any way secured to

them. They rested on the middle of stones of considerable size at the east end of the bridge, and were steady at that end; but they were both laid upon joints in the stones at the west end; and the stones were not in good line, owing, apparently, to the abutments having settled since the bridge was built; so that the girders rested on uneven beds at that end. The longitudinal beams, which were placed in the girders to carry the chairs and rails, were laid upon the bottom of the girders, without being fastened to them; and they did not fit them accurately. The east end of the beams were secured in their places by certain tie-rods, which passed transversely through the girders, and through holes in the beams at that end. The corresponding holes in the west end of the beams had been cut through to the bottom of them; and the tie-rods did not, therefore, prevent them from rising; so that when the platelayers packed up the sleepers at the west ends of the bridge, to afford what they considered a proper amount of super-elevation to the outer rail of the curve, they lifted the west end of the beam in the south girder, and left it hanging to the rails and chairs as above described.

The effect of this condition of affairs upon an engine passing at speed over the bridge would have been as follows:—

The right leading wheel of the engine would suddenly drop an inch as it travelled on the south girder, and the leading end of the engine, thus suddenly losing the advantage of the super-elevation in the outer rail which counteracted the effect of centrifugal action as it passed round the curve, would be thrown towards the right. The middle wheels dropping in like manner would increase that tendency. The trailing wheels falling immediately afterwards, the leading end of the engine would be lifted up, and the more readily in the case of the engine in question, because, as I have already explained, the trailing end overhung the trailing wheels, and the centre of gravity was behind the middle wheels. The right leading wheel, thus lifted and turned to the right, would readily pass over to the outside of the outer rail of the curve, and would drop off on the wrong side of it, without leaving any mark upon it; and the crushing of the intermediate key, and fracture of the joint chair, would naturally follow, as it ran forward upon them.

As the engine proceeded onwards, with its right leading wheel on one side of the rail, and its middle trailing wheels upon the rails, the other chairs on the right side would naturally be broken, the rail resting in them would be displaced, and the engine, followed by the train, would meet with no obstacle to prevent it from running down the slope of the embankment on the outside of the curve, in the manner which I have above described.

This is evidently the way in which the accident occurred, and the principal cause of it may be stated to have been, the want of proper permanent super-elevation to the rail on the south girder of the bridge, by the insertion of a longitudinal timber in the girder on the south side, an inch and a quarter, or an inch and a half deeper than the beam in the girder on the north side of it. The packing up of the sleepers on either end of the bridge by the platelayers, in itself a judicious precaution, without proper support being at the same time afforded under the longitudinal beam on the south side, directly tended to produce it; and the employment of an engine with overhanging weight behind its trailing wheels, and with its centre of gravity behind its middle wheels, to take a train at a comparatively high speed over it, had a material effect in leading to it, under the particular circumstances of the defect in the permanent way which it encountered, though the engine would no doubt have travelled safely over the bridge if this defect had not existed.

The south girder of the bridge, on which the rail ought to have been higher, was nearly an eighth of

an inch lower than the north girder ; and the longitudinal beam in the south girder was only an eighth of an inch deeper at the west end, and three quarters of an inch deeper at the east end, than that in the north girder, the measurements having been taken through a spike hole near each end of these beams ; so that, at the west end of the bridge, there was no super-elevation for the outer rail of the curve, and at the east end, only $\frac{1}{8}$ " super-elevation, instead of an inch and a quarter, or an inch and a half, which may be considered a suitable amount of super-elevation for a curve of this description.

The deceased driver is said to have attributed the accident, before his death, to the sinking of the hind wheels of the engine as it passed over the bridge ; and it appears that the condition of this bridge, and of some other bridges, had been brought to the notice of the inspector of that part of the permanent way before the accident. In fact, the day before it occurred, he had taken the foreman platelayer to it, and

had directed him to set it to-rights, as he had also himself perceived that the engine passed unsteadily over it, as he rode over that part of the line. He supposed, however, that this effect was produced in consequence of the sleepers having somewhat sunk at the ends of the bridge, which is a common occurrence in newly-made lines, and did not discover the real cause of unsteadiness ; and the foreman platelayer made the same, not unnatural mistake. To correct the supposed defect, he and his men lifted a joint which appeared to be a little low at the west of the bridge, between the bridge and the joint at which the first joint-chair was afterwards fractured ; and they thus increased the risk of, and led to the accident which they endeavoured to prevent.

I have, &c.,
H. W. TYLER,
Capt. R.E.

The Secretary
Railway Department,
Board of Trade.

WEST MIDLAND RAILWAY.

Railway Department, Board of Trade,
18th October 1861.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the West Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred on the 25th ultimo, between a passenger train and a goods train belonging to the Midland Railway Company, at the Droitwich station, on the loop line of the West Midland Railway.

I am, &c.

JAMES BOOTH.

The Secretary of the
West Midland
Railway Company.

[Similar letter sent to the Midland Railway Company.]

Northam near Bideford,
11th October 1861.

Sir,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 28th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th ultimo, between a passenger and a goods train belonging to the Midland Railway Company, on the loop line of the West Midland Railway at Droitwich station, when thirteen passengers and the guard of the passenger train were bruised, cut, or contused, but it is hoped that none of the injuries received are of a serious kind.

A West Midland mineral train arrived at the junction at Droitwich along their main line from Netherton at 4h. 5m. P.M., and the signalman allowed it to pass the junction, and it ran down to the station yard to do the shunting required, leaving the guard's break and one or two waggons standing on the crossing, foul of the down loop line. About 10 minutes after it arrived, the bottom of one of the waggons loaded with slack fell out, and the slack dropped out on to the line and prevented a pair of points from being opened, to allow of the waggons being shunted into one of the sidings.

A Midland goods train, consisting of engine and tender, 40 waggons, and a break van, arrived at the junction along the loop line from Stoke and Birmingham, at 4h. 7m. P.M., and as the junction and distant signals were on against it, the driver brought his train to a stand still with the engine about 15 or 20 yards short of the crossing of the main down line, on which the van of the West Midland goods train

was then standing ; and the guard of this goods train then went forward to the signalman's box at the junction, and asked the signalman how long it would be before he could let them into the Droitwich yard, where they had to leave 13 salt waggons ; and as the signalman could not tell him how soon the slack would be cleared away, the guard ran back along the loop line to protect the tail of his train, about 4h. 16m. or 4h. 17m., according to the statement of the signalman.

The guards break at the tail of the Midland goods train stood 173 yards inside of the down distant signal which is placed 480 from the signal box at the junction from whence it is worked, and the guard went back with a red flag to stop the next passenger train, a distance of 625 yards from the tail of his own train according to his own statement, or to 557 yards according to the statements of the driver and fireman of the 3.20 P.M. passenger train from Birmingham. The driver of the passenger train, which consisted of engine and tender, 6 carriages, and 2 break vans, with one guard riding in the last van, admits having seen the red flag of the goods guard, at the same time that he saw the down distant signal standing against him, when he was 813 yards back from the break van of the goods train, the line being perfectly level ; and he states, that at that time he was running with the steam shut off, at from 30 to 35 miles an hour, and when the flag was first seen by the fireman, the fireman sounded the whistle for the guard's break, and the fireman says the tender break was on before the whistle was sounded, in order to reduce the speed before coming to the junction. The guard of the train estimated the speed at 25 miles an hour, and he asserts that the whistle for the break was sounded when they were still further back on the line, and that he immediately put on his break ; the driver further states that he reversed his engine, and put the steam on the reverse way, just as he was passing the goods guard, and yet notwithstanding all these precautions, the passenger train ran into the goods train, at a rate of speed variously estimated at from 8 to 12 miles an hour, when the top of the break van was smashed and knocked off, and fell down the embankment, while the leading and driving wheels of the engine mounted upon the frame of the break van. All the breaks are stated to have been in good order, but the rails are said to have been very greasy and slippery, so that the breaks did not appear to take effect. The driver had only been three trips on this branch, before the day on which the accident occurred. This passenger train stopped at all stations, and the driver stated that in order to keep time they are obliged to

run as fast as the express trains, and I believe the fact to be that they run as fast as they can between the stations, but the distance is not in all cases sufficient to admit of their attaining the very high speed at which the express trains occasionally travel.

The collision can only be accounted for by assuming that the passenger train was travelling at a much higher rate of speed than that named by the company's servants, and that the driver neglected to take the necessary measures for reducing his speed soon enough; or by disbelieving their statements as to the spot where they took measures to stop the train.

I am of opinion that the speed was greatly underrated. The guard states that they left Stoke at 4:24 P.M., 8 minutes behind time, and the collision occurred at 4:32 P.M. The distance between Stoke and Droitwich is 4 miles which would give an average speed of 30 miles an hour, making no deduction for the loss of time involved in starting and pulling up the train, but the signalman at the junction says that the collision occurred at 4:30 P.M.; so that if there was no difference in the clocks to account for the discrepancy, it would seem that the driver was endeavouring, over a piece of favourable ground, to make up a portion of his lost time by running hard, a practice which is in my opinion very objectionable, but apparently not discouraged on most lines of railway. The train was due at Droitwich at 4:27 P.M.

The train, however, was insufficiently supplied with break power; one break at the tail of a train con-

sisting of eight vehicles, appointed to travel at the rate of 20 miles an hour, may be sufficient, but when that speed is doubled, or it travels in excess of 40 miles an hour to place that train on an equality, as regards the public safety, with the train travelling at 20 miles an hour, it should be furnished with four times the amount of break power. But the practice with railway companies generally is to supply the slow and the fast travelling trains with the same proportion of break power.

The driver of the passenger train, 17 years in the company's service, two as a driver, who by the regulations of his company is forbidden to run past a distant signal at danger, and who has been in trouble before, has been fined one guinea, and the guard of the goods train who has been 16 years in the service of the company and never been reported before, has been discharged, I understand, for not having gone sufficiently far back beyond the tail of his train. If to discharge a man be a more severe punishment than to fine him, then it appears to me that these punishments are decidedly misplaced.

The down distant signal on the West Midland loop line is not sufficiently distant from the signal box, and it might advantageously be removed to nearly double the present distance.

I have, &c.

*The Secretary of the
Board of Trade,
&c. &c.*

W. YOLLAND,
Colonel R.E.

WEST MIDLAND RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 14th November 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the West Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 17th ultimo, on the Worcester and Hereford section of the West Midland Railway near the junction with the Shrewsbury and Hereford Railway at Shelwick.

My Lords direct me to call the attention of the Directors to the circumstance of their having opened the line between Malvern Wells and the Shelwick junction, inspected by Colonel Yolland in September last, without having sent in the undertaking required by my Lords previous to their waiving any objection which then existed to the opening of the portion of railway in question for the public conveyance of passengers, and I am to request that my Lords may receive an explanation of the step so taken by the Directors.

I am, &c.

JAMES BOOTH.

*The Secretary of the
West Midland
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 14th November 1861.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Shrewsbury and Hereford Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 17th ultimo, on the West Midland Railway near the junction with the Shrewsbury and Hereford Railway at Shelwick.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Shrewsbury and Hereford
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 9th November 1861.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 21st ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 17th October, between a down goods train and an up passenger train on the Worcester and Hereford section of the West Midland Railway, about 250 yards from the junction with the Shrewsbury and Hereford Railway at Shelwick, when 13 persons received bruises, cuts, or contusions, but no very serious injuries were inflicted.

The Shelwick junction is situated about two miles to the north of Hereford. There are double lines of railway from the two stations in Hereford,—Barton, belonging to the West Midland Railway Company, and Barr's Court, the joint station of the Great Western and the Shrewsbury and Hereford Railway Companies,—to Barr's Court junction, and from thence as far as the Shelwick junction, where the single lines to Shrewsbury and to Worcester commence; but the double lines are carried for very short lengths beyond the junction, both on the Shrewsbury and Hereford and on the Worcester and Hereford Railways; that on the Worcester and Hereford towards Worcester terminating at the facing points where the two lines unite at the end of the single line from Malvern Wells. This short portion of double line, 300 yards in length, has been constructed to provide space for the up and down trains belonging to the West Midland Railway Company to pass each other, when clear of the Shrewsbury and Hereford Railway.

The Shelwick junction signal box and signals were erected entirely at the cost of the West Midland Railway Company, according to the Act of Parliament and following the usual practice in similar cases; and a proposition was made by the West Midland Railway Company that the expense of its maintenance and service should be borne in equal proportions by the two railway companies; but the question has not yet been settled, as the traffic manager of the lessee of the Shrewsbury and Hereford Railway considered that the whole expense should be defrayed by the West Midland Railway Company.

The Shelwick junction is well protected by double semaphore signals at the junction signal box, and by distant signals towards Shrewsbury, Worcester, and Hereford, the distant signal towards Worcester being 760 yards from the junction.

The last portion of the Worcester and Hereford section of the West Midland Railway, between Malvern Wells and the Shelwick junction, was inspected by me on the 11th September. This portion of line is single throughout, with passing places at some of the intermediate stations; and I reported to their Lordships that there would be no objection to this single line being opened for public traffic, provided the West Midland Railway Company gave a satisfactory undertaking as to the mode of working the traffic, which, I was informed, was to be on the train staff and ticket system, and engaged to take certain precautions with reference to the mode of working through the tunnels, and a notification to the effect of my recommendation was sent to the West Midland Railway Company, that their Lordships would not object to the opening of the line, when the undertaking &c. had been received and my requirements had been complied with. No undertaking has however been given to the Board of Trade, and I am not enabled to state whether my requirements have been complied with; but the railway company opened this line without their Lordships' authority about the 13th September, it may be a day or so later, working their traffic on this single line by the train staff and ticket system.

When this line was first opened, the train staff and tickets, &c. were issued to the drivers and given up by them at the West Midland station at Barton, Hereford, as the western terminus of this single line, so that the traffic from Barton to Malvern Wells was worked throughout its whole length by the West Midland Railway according to the regulations for a single line. To diminish the unnecessary loss of time caused by issuing and receiving the train staff, &c. at Barton station, the superintendent of this section of the West Midland Railway, Mr. Percy Morris, applied to the traffic manager (Mr. Findlay) of the lessee of the Shrewsbury and Hereford Railway (Mr. Brassey) to allow the signalman at Shelwick junction to issue and receive the train staff and tickets, &c. to the Worcester and Hereford trains. This request was refused, and also another in which it was desired that this might be done for a goods train at night.

I should explain that the lessee of the Shrewsbury and Hereford Railway keeps a signalman and a telegraph clerk in the Shelwick junction box, the signalman receiving his instructions with reference to the passage of up and down trains on the single line to Shrewsbury from the telegraph clerk, which, in my opinion is a very bad arrangement, as it introduces a divided responsibility, and thus increases the chances of mistakes and the probability of accidents occurring, but their Lordships cannot interfere. The West Midland Railway Company, on the other hand, keep a pointsman to attend to and hold the facing points at the canal bridge at the end of the single line, a very proper precaution, and when Mr. Findlay refused to allow the signalman at the junction to issue and receive the train staff, &c. under the protection of the junction and distant signals, on the ground that there would be some difficulty in exchanging the staff at Shelwick junction, and that it would in some degree attach responsibility to the Shrewsbury and Hereford Company in working the West Midland single line, he pointed out that the West Midland Company had a pointsman at the facing points, and inquired whether it would not be better for all parties that the exchange should be made through the medium of their own servants. The suggestion was adopted, and the West Midland superintendent entrusted the exchange of the train staffs to the pointsman stationed at the end of the single line, 460 yards inside the down distant signal on the Worcester and Hereford line, which distant signal is worked from the junction box by a servant of the lessee of the Shrewsbury and Hereford Railway.

The change in the mode of working commenced on Monday the 14th October, and the collision occurred on the 17th October, so that no time was lost in furnishing a practical proof to one of the parties to the correspondence, that the exchange of train staffs could not be made with impunity at the end of the single line, by a pointsman who was only furnished with a red flag to show to the advancing drivers, in opposition to the all right signals that might be exhibited from the junction box.

The pointsman on duty at the facing points on the day before the change took place, told the signalman at the junction that the change was to be made, and that they were to allow all up Worcester and Hereford trains to pass off the Shrewsbury and Hereford line on to the short portion of up line lying between the junction and the canal bridge, but no proper notification of this change was made to the officials of the Shrewsbury and Hereford Railway.

An alteration was also made in the running of goods trains on the Worcester and Hereford line on the same day, and this alteration was not made known to all the engine drivers employed on this section. Under this arrangement a Worcester and Hereford down goods train was appointed to reach Hereford at 12.55 p.m. while an up passenger train was appointed to leave Hereford (Barton station) at 12.50. It is stated with reference to what occurred on the 17th ultimo, that about 1 p.m. the whistle of the up passenger train was heard by the Shrewsbury and Hereford signalman at the Shelwick junction for the up distant and up junction signals to be taken off, and as soon as the signalman had taken these signals off for the train to proceed, he says, he saw a Worcester and Hereford down goods train approaching from the opposite direction, and he then took off the down distant and down junction signals for the goods train to proceed towards Hereford. The driver of the down goods train from Worcester knew that he had to give up the train staff to the pointsman at the canal bridge, and the driver of the up passenger train also knew that he had to receive the train staff at the same point, but he says that he did not know that he was to meet a goods train at this point, and it is admitted that he was not supplied with a copy of the supplementary sheet of the service time table notifying the change respecting the running of this goods train.

The train staff is usually given up and received without bringing the trains to an absolute stand still, and both of these trains approached the facing points from opposite directions at a slow speed two or three minutes past one o'clock, and although the pointsman showed a red flag to the driver of the up passenger train and beckoned the goods train to come on, neither train had quite stopped, although both drivers endeavoured to pull up, when a slight collision between the two engines ensued at the crossing 50 yards on the Hereford side of the facing points, and the engine of the goods train had its leading wheels thrown off the rails and was slightly damaged.

The collision evidently resulted from defective arrangements and the exchange of train staffs having been made at the wrong place. The best place for the exchange of the train staffs, &c. was evidently at the Barton station, but that involved some delay to up and down trains, and the only other proper spot for the exchange was at the Shelwick junction signal box, under the protection of the junction and distant signals, and there is not such an amount of traffic on either line as to present any difficulty in effecting this exchange, as the Shrewsbury and Hereford have only 11 and the Worcester and Hereford 7 trains in each direction in the course of the 24 hours, provided a proper understanding as to the degree of responsibility which should attach to the performance of this duty by the signalman had been arrived at.

The West Midland superintendent, Mr. Percy Morris, greatly erred in adopting the suggestion made by Mr. Findlay, that the exchange of the staffs might be made by the signalman at the facing points

at the end of the single line, without specially directing him to make this exchange at the junction box, and in failing to communicate this change of system to the officers of the Shrewsbury and Hereford line before it was made. The West Midland locomotive department appear also to be working in a loose manner, in having failed to supply their drivers with service time tables for all trains over the portion of line on which they are required to run.

But the refusal of the traffic manager of the lessee of the Shrewsbury and Hereford Railway to allow of the exchange of the train staffs taking place from the spot where it can be best and most safely done when it is not performed at a station, viz., the junction signal box, opens up an entirely new question for the consideration of the inspecting officers of the Board of Trade, and if the principle contended for by Mr. Findlay be conceded it will oblige the inspecting officers to insist upon the erection of another set of junction and distant signals close to the proper junction signals, as the exchange of train staffs can only be safely done under the protection of proper signals.

That I may not misrepresent Mr. Findlay's views, I beg to enclose his letter covering a copy of the correspondence with the West Midland superintendent on this subject, and I beg to recommend that the attention of the inspecting officer who may be appointed to inspect the Severn Valley Railway, which joins the Shrewsbury and Hereford Railway near Shrewsbury, may be drawn to this question when he inspects the new line.

With respect to the opening of the Worcester and Hereford Railway between Malvern Wells and Shelwick junction without their Lordships' sanction, they will deal with the matter in such manner as they may deem expedient, but in future I shall recommend that the opening of all single lines of railway shall be postponed until I have received the undertaking under which they are proposed to be worked, as it may happen, as in this case, that additional junctions, &c., may have to be established for the safe working of the railway, if Mr. Findlay's views are adopted by the managers of railways.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

*Shrewsbury and Hereford Railway,
Traffic Manager's Office,
Shrewsbury Nov. 4th 1861.*

SIR,

Accident at Shelwick Junction.

As you requested this morning, I have the pleasure of enclosing you copies of the correspondence between Mr. Percy Morris and myself in regard to the duties and responsibilities of our respective companies at Shelwick junction.

It may be as well to state that the cost of the points and the erection of signals at Shelwick is by the Worcester and Hereford Act to be borne by that company, the cost of working the same being undefined it is proposed by the West Midland that it shall be borne equally by the companies.

The signalmen are appointed by and are the servants of the Shrewsbury and Hereford Company.

You will perceive from the correspondence that on the opening of the Worcester and Hereford line the staff was exchanged by the West Midland Company at Barton station; that afterwards arrangements were adopted in the terms suggested in my letters for the exchange of the staff at Shelwick junction through the medium of their own servants, but the precise date of the alteration was not officially notified to this company.

As we appear to differ as to the principle and responsibility that should rest with the company working the junction where the single line of another company joins, and as we also differ on the question of the company's liability, I think it right that I

should briefly explain my views on the subject, which I may say is entirely concurred in by the Board and by the lessee of the company.

Great care and responsibility rests with the Company controlling and working a single line of railway; it is necessary that the regulations should be clear, simple, and easily understood, and the responsibility of each class of servants clearly defined, in the system of working "the staff;" the most responsible servant is he who exchanges the staff from one train to another and has control of the box containing the train tickets; any neglect or omission on his part would entail the most serious consequences, and if he be the servant of another company it would throw upon that company a most onerous liability, such, in fact, as no company could fairly be asked to undertake. Speaking from the result of my own experience, and in the interest of the public as well as the companies, it is better that the regulations, onerous as they are, should in all cases be carried out by the servants of the company owning the single line rather than by joint servants whose responsibility is not clearly defined.

If the argument you held this morning, that the Shelwick signalman should be responsible for the safe working of the Worcester and Hereford line, is right, it would be just as reasonable for us to ask (as the West Midland Company pay part of his salary,) that that company should be equally liable for the working of the Shrewsbury and Hereford single line.

Yours truly,

GEO. FINDLAY.

*Lieut.-Col. Yolland,
Board of Trade, Whitehall,
London. S.W.*

No. 1.

Mr. Findlay to Mr. Morris.

27th Sept. 1861.

I presume you attach no responsibility to our signalmen at Shelwick junction with regard to working the single line on the Worcester Hereford?

I understand you exchange the "staff" at Barton, therefore their duty will be simply to allow your trains to pass when they require to do so.

(Signed) GEORGE FINDLAY.

Mr. Percy Morris to Mr. Findlay.

Sept. 28th, 1861.

Signalman at Shelwick Junction.

Dear Sir,

By our present arrangements the staff is exchanged at Barton station, and we shall not therefore require any service in this respect from your junction signalman at Shelwick.

(Signed) PERCY MORRIS.

No. 2.

Mr. Morris to Mr. Findlay.

Hereford, October 10th, 1861.

Worcester and Hereford Staff.

We work the trains on the single line of the Worcester and Hereford with a staff and tickets which are now exchanged at Barton station, but we find it necessary to save time to exchange them at Shelwick junction.

Is there any objection to your signalman at the junction (Shelwick) performing this service for us?

(Signed) PERCY MORRIS.

Salop, October 11th, 1861.

Worcester and Hereford Staff.

I think there would be some difficulty in exchanging the staff at Shelwick junction by our men, and it would in some degree attach responsibility to this company in working your single line that we could not undertake. I believe you have a pointsman at the facing points near the junction; if I am right, will

it not be better for all parties that the staff should be exchanged through the medium of your own servants?

(Signed) GEORGE FINDLAY.

No. 3.

Mr. Morris to Mr. Findlay.

Hereford, October 12th, 1861.

Worcester and Hereford Staff and Tickets.

Our man (we have only one) can attend to this duty during the day, in fact to all passenger trains, and if you will allow your man to attend to the night goods trains it will be a saving of expense to us.

(Signed) PERCY MORRIS.

Mr. Findlay to Mr. Morris.

Shrewsbury, Oct. 14th, 1861.

If your man attends to the duty in the day the delay of passenger trains will be avoided, and I have no doubt you will be able to manage for the staff during the night to be exchanged at Barton station without incurring the expense of another man at the junction.

(Signed) GEORGE FINDLAY.

No. 4.

Hereford, Oct. 22nd, 1861.

Mr. Morris to Mr. Findlay.

Accident at Shelwick.

The accident at Shelwick on Thursday last having been caused by the act of your signalman we still hold your company liable for the consequences. The Board of Trade has been advised of the accident, and Colonel Yolland has been appointed to investigate the case. As soon as I know what day Col. Yolland comes, I will advise you.

(Signed) PERCY MORRIS.

No. 5.

Mr. Findlay to Mr. Morris.

Shrewsbury, Oct. 26th, 1861.

Accident at Shelwick.

In answer to yours of the 22nd, I have carefully inquired into the circumstances relating to the accident that occurred near Shelwick junction on the 17th, the result of such inquiry shows conclusively that the servants of this company are not to blame.

The working of the staff was altered from the Barton to Shelwick junction, without apprising this company when it took place, beyond your own signalman asking our men to allow all outgoing trains to pass on the portion of double line there to wait the arrival of the incoming trains and take up the staff to proceed to Worcester. If the engine driver of the passenger train on the day the accident occurred had done so, as all the other trains on the days previously had done, no accident would have occurred.

I must draw your attention to my letters of the 27th Sept. and Oct. 11th, which clearly state that this company would not be liable in any respect for the working of your single line.

I may further say that our signalman reports that special trains have frequently passed over your line of which they have had no notice, and this is an additional reason why the responsibility of working should rest wholly with your own servants.

Yours truly,

GEORGE FINDLAY.

*West Midland Railway,
Secretary's Office,*

DEAR SIR, Worcester, November 20th 1861.

ON my return home, I find your letter of the 14th instant, enclosing Colonel Yolland's report on the subject of the accident at Shelwick Junction. I must express my extreme regret that the undertaking required by the Board of Trade had been over-

looked by me; but I may state, for the information of their Lordships, that the requirements of Colonel Yolland had been carried out, and the system of working the line by staff adopted from the first day of opening.

I am also pleased to say, that the electric telegraph is now so nearly completed that we expect it will be brought into general operation not later than tomorrow.

I have, &c.

*The Secretary
Railway Department,
Board of Trade.*

W. T. ADCOCK,
Secretary.

West Midland Railway.

Worcester, 20th Nov. 1861.

SIR,

As Secretary for and on behalf of the West Midland Railway Company, I hereby undertake that the portion of our Hereford Branch, extending from Malvern Wells to Shelwick, shall be worked under the train staff and ticket system, and that telegraph instruments shall be placed at each station for ordinary communications, and instruments devoted entirely to work the traffic through the tunnels shall, in addition, be placed at the stations on either side of the tunnels, station and distant signals outwards being erected, so that the signalman may, in the event of one signal failing, have the means at hand of arresting the progress of the trains proceeding towards the tunnel.

I further undertake, until these facilities are provided, that only one engine, or two or more coupled together and forming part of one train, shall be allowed at one and the same time on the single line of the West Midland Railway between Malvern Wells and Shelwick Junction.

I am, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. T. ADCOCK,
Secretary.

Railway Department, Board of Trade.

Whitehall, 2d December 1861.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the West Midland Railway Company, the enclosed copy of a memorandum by Colonel Yolland, on the undertaking as to the mode of working the single line between Malvern Wells and Shelwick enclosed in your letter of the 20th ultimo.

I have, &c.

*The Secretary,
West Midland
Railway Company.*

J. BOOTH.

Memorandum by Colonel Yolland on Letter from Secretary to West Midland Railway, dated 20th November.

The undertaking is satisfactory as far as it goes; but no allusion is made to the recent collision on the single line close to Shelwick Junction, and it is not shown where the train staffs and tickets are to be issued and given up in future; because if it is not done at Barton Station or at the Shelwick Junction signal-box, a similar collision may again occur with more serious results to the public.

I cannot recommend their Lordships to give their sanction to the opening of the line, until this point is cleared up.

27th Nov. 1861.

(Signed) W. YOLLAND.

*The Secretary,
Railway Department,
Board of Trade.*

*West Midland Railway,
Secretary's Office,*

3rd December 1861.

DEAR SIR,

I HAVE this morning received a letter from Mr. Booth, enclosing copy of extract from your me-

memorandum of the 27th November. In reply, I beg to inform you, that since you were at Shelwick we have kept a man in the signal-box at the Shelwick Junction, where the staff has been and is still, and will continue to be, exchanged, and I undertake on behalf of the Company that no alteration shall be made in this arrangement, so long as the Board of Trade requires the line to be worked on the staff system.

May I ask you to kindly inform me if this will meet your requirements.

Colonel Yolland, R.E.
Railway Department,
Board of Trade,
Whitehall, London.

I am, &c.
W. T. ADCOCK,
Secretary.

Memorandum by Colonel Yolland on the Letter from the Secretary of the West Midland Railway Company, of 3rd December.

I forward this letter, and beg to state, that I think their Lordships sanction for the opening of the portion of the Worcester and Hereford section of the

West Midland Railway, between Shelwick Junction and Malvern Wells, may now be given.

4th December, 1861. (Signed) W. YOLLAND,
Col. R.E.

The Secretary
Railway Department,
Board of Trade.

Railway Department, Board of Trade,
Whitehall, 5th December 1861.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 3d instant, addressed to Colonel Yolland and forwarded by that officer to this Department, giving a further undertaking as to the mode of working the portion of the West Midland Railway between Malvern Wells and Shelwick.

My Lords direct me to state, that that undertaking is satisfactory to their Lordships.

I am, &c.,
JAMES BOOTH.

The Secretary
West Midland
Railway Company.

WEST MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, 15th November, 1861.

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the West Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., on the collision, which occurred on the 29th ultimo, at the junction of the Newport and Hereford Section of the West Midland Railway with the Monmouthshire Railway at Coed-y-griic.

I am, &c.
The Secretary of the
West Midland
Railway Company.
JAMES BOOTH.

Railway Department Board of Trade,
Whitehall, 11th November, 1861.

SIR, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 4th instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 29th of October at Coed-y-griic, the junction of the Newport and Hereford Section of the West Midland Railway with the Monmouthshire Railway.

The West Midland Railway Company run certain trains from Monmouth to Merthyr, and these trains stop at Pontypool Road station to set down and take up passengers, for which purpose on the arrival at Pontypool Road station, after the passengers for the main line have got out at the down platform, the trains are started ahead for about 76 yards, and they are then shunted back and stand at the west side of the Taff Vale Extension platform. These trains have only been running for a few months between Monmouth and Merthyr, and it appears with reference to the 9h. 0m. a.m. train from Monmouth on the 29th October, that it reached Pontypool Road about 10h. 5m. a.m., and the train consisted of engine and tender, two road vans placed next the engine, and three passenger carriages and a guard's break van behind the road vans.

The fireman of the train informed me, that as soon as they arrived at Pontypool Road he got down off the engine and uncoupled the van from the carriages, and the vans were then taken forward and shunted into the goods shed siding, and then the engine returned to the carriages and the fireman coupled on the engine to the carriages; after which

he got on to the engine for his oil can, and then he went into the store room for oil, leaving the driver on the engine which was standing still, and when he came out of the office, after a lapse of about five minutes, the engine was gone.

The guard of the train stated that, when the engine had come back to the carriages after putting the road vans into the goods shed siding he shut the doors of the carriages and went back and slackened off the break in his van at the tail of the train, and then he went to the engine and told the driver, who was the only person standing on the foot plate of the engine, to go ahead, in order to shunt over to the Taff Vale Extension platform; and as soon as he had told the driver, the latter started the train ahead; that he did not see the driver get down off the engine, for as soon as the train had started, he went into the office with his letters and bags, and when he came out of the office he found that his train was gone.

The running shed foreman at Pontypool Road told me, that he was on the up platform, and had been speaking to a driver who was about to take a train to Monmouth, and on turning round to go towards Newport he met the driver of the 9h. 0m. a.m. Monmouth train, and at that moment this train was moving ahead, and he then asked the driver who was on his engine? and was told that the fireman was there. He also said that the steam was on, but to judge from the beat of the engine, he did not think the regulator was much open, and he called out to know where he was going, but saw no one on the engine: that at this time, it had passed the junction signal box opposite to the junction with the Taff Vale Extension Line, and he thought the train might be going forward in order to shunt vans into the goods shed siding, but seeing it full, he then observed to the driver that there must be something wrong. The foreman followed the train as fast as he could to the junction with the Monmouthshire Railway, where he found that the engine had come into contact with the engine of an empty goods train, which was in the act of drawing a train out of a siding lying east of the main lines, this engine being at the moment of the collision foul of the down line to Newport, while standing on a through road leading from the siding to the up-line of the Monmouthshire Railway. The empty goods train which belonged to the Monmouthshire Railway Company, was on its way to Pontypool station, and the driver of this engine when he saw the West Midland train approaching, at a speed which is variously estimated by different parties to be from

20 to 35 miles an hour, when the signals at the junction were all exhibited against it; endeavoured to put his train back into the siding, so as to clear the down main line, but had not time to effect it, and then he and the fireman prudently jumped off the engine and got a short distance away from it before the collision occurred.

The collision seems to have been a very violent one, as the two engines were greatly damaged, especially that belonging to the Monmouthshire Railway Company. There were only seven passengers in the train, and six out of this number were injured or greatly shaken, and it is very surprising how they escaped without some loss of life or some broken limbs, but the fact was that none of the carriages were thrown off the line, only the leading wheels of the first carriage; and the great shock of the collision was absorbed by the two heavy engines.

No person saw the driver get down from his engine after putting the train in motion, but it is certain that he did so under the impression that he left the fireman on the foot plate. He was brought before the magistrates, and sentenced to one month's imprisonment with hard labour, or to pay a fine of 10*l*. He is a man of good character,

a good driver, having been so employed for 19 years. He admitted, I understand, when before the magistrates, that he was the only person to blame for the accident, as he only did on that day what he had been in the habit of doing ever since the train was first started, the fireman never having taken the train from the down platform to the Taff Vale Extension platform. The line from Pontypool Road station to the junction with the Monmouthshire Railway is level, but from thence on towards Newport there are some very steep falling inclines and sharp curves; and looking to the results of this collision, I cannot but regard it as most fortunate that it actually occurred at the junction, as some very frightful calamity might have ensued if the train had pursued its course uncontrolled down those inclines towards Newport.

No person except the driver of the West Midland engine appears to have been to blame. It is understood that he got down off the engine to ask the running shed foreman for a spanner.

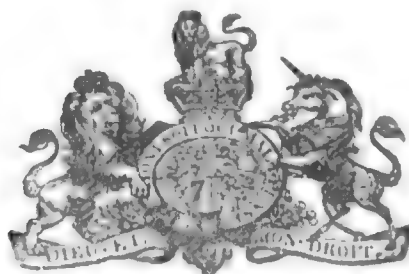
I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS
During the Months of January and February.
1 8 6 2.
(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1862.



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FOR HER MAJESTY'S STATIONERY OFFICE.

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1862.

TABLE OF CONTENTS.

	Page.		Page
CORK AND Bandon RAILWAY .		SCOTTISH NORTH-EASTERN RAILWAY :	
Captain Tyler's report on two accidents which occurred, one on the 5th February near Cork, from the crank-pin of the leading wheel of an engine attached to a passenger train giving way ; the other on the 8th February at the Upton Station from an engine attached to a goods train leaving the rails - - -	3	Captain Tyler's report on an accident which occurred on the 27th January from a passenger train on the Brechin Branch leaving the line in consequence of the points at a siding being left open - - -	8
LONDON, CHATHAM, AND DOVER RAILWAY :		ULSTER RAILWAY :	
Colonel Yolland's report on an accident which occurred on the 25th January near the Rainham Station from part of a passenger train leaving the line - - -	3	Colonel Yolland's report on a collision which occurred on the 2nd January between a goods train and a passenger train on the Portadown, Dungannon, and Omagh line - - -	9
LONDON AND NORTH-WESTERN RAILWAY:			
Captain Tyler's report on a collision which occurred on the 1st January at the Walton Junction between a London and North-Western goods train and a Great Western goods train - - -	6		

CORK AND BANDON RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 12th March 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Cork and Bandon Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the two accidents, that occurred on the 5th and 8th ultimo respectively, on the Cork and Bandon Railway.

I am, &c.

*The Secretary to the
Cork and Bandon
Railway Company.* J. EMMERSON TENNENT,

SIR,

Cork, 7th March, 1862.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in their Lordships' minute of the 4th inst., I have inquired into the circumstances which attended the two accidents (referred to in the memorial signed by Lord Bandon and others) on the Cork and Bandon Railway.

The first of these accidents occurred on the 5th of February last. A special passenger train, consisting of an engine and tender, eight carriages, and a break-van, left Cork at six o'clock on that morning, to convey about 300 people to a fair at Bandon. After travelling for six miles, it was ascending a gradient of 1 in 100, at a speed of eighteen or twenty miles an hour, when a crank-pin gave way on the left leading wheel of the engine. The front end of the connecting rod between the leading and driving wheels was thus set at liberty; it fell into the ballast, and displaced a joint sleeper; the trailing wheels of the leading carriage, and the four carriages next behind it, were thrown off the line; and the train was brought to a stand in about fifty yards, the four last vehicles remaining on the rails behind the joint-sleeper which was first displaced. The connecting rod was fractured, two of the rails were bent and knocked out of their places, a dozen chairs were broken, and two sleepers were destroyed. Claims for compensation on account of injury have since been made by six of the passengers, but none of them appear to have suffered to a serious extent.

The crank-pin that thus failed was $2\frac{1}{2}$ inches in diameter, and it broke off about $\frac{3}{4}$ ths of an inch inside the boss of the wheel. It was found to have an irregular flaw, about $\frac{1}{4}$ ths of an inch across, within the section of fracture. This was, no doubt, an

original defect of manufacture, and it could not, of course, have been discovered by any inspection of the engine. The engine (No. 5) was a six-wheeled engine, with the four front wheels coupled together. The diameter of the cylinders was 15 inches, the length of the stroke 22 inches, and the diameter of the coupled wheels 5 feet 4 inches.

This accident was of an alarming character, and it was fortunate that it was not attended with more serious results; but the second accident referred to, which occurred three days afterwards, on the 8th February, was comparatively unimportant.

A goods train left Bandon at 2.45 P.M. on that day for Cork, and as it was shunting into the siding at the Upton Station (about sixteen miles from Cork) the leading and driving wheels of the engine left the rails. This resulted partly from the platelayers having lifted the outer rail of the curve in the siding too much in packing up the sleepers, and partly from the check-rail, opposite the crossing point, having had too much play. The flanges of the near leading and driving wheels of the engine thus passed on the wrong side of the crossing-point, and the front end of the engine was thrown off towards the main line, instead of proceeding down the siding. The passenger train which was due to cross the goods train at Upton, was unable to proceed towards Bandon until the goods engine was got out of its way, and was detained at Upton for a period variously stated at twenty-five minutes or three-quarters of an hour.

The first of these accidents was due, it will be observed, to the fracture of a portion of an engine which could not have been foreseen, and the second to a defect in the permanent way of the siding at Upton; and they neither of them arose from any defects in the main line. I cannot, nevertheless, refrain from remarking that the permanent way of the main line is far from being in a satisfactory condition. It requires lifting, draining, and ballasting, with partial renewals of spikes, keys, and sleepers, as I have pointed out to the officers of the Company; and I would strongly recommend the Directors to commence at once, and to proceed with all reasonable expedition, to fish the joints of the rails. They will find this measure advantageous, both in affording greater security to the traffic and in reducing the heavy expenses of maintenance to which they must necessarily now be subject.

I have, &c.,

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Captain R. E.

LONDON, CHATHAM, AND DOVER RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 15th March 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Chatham and Dover Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances which attended the accident that happened to a passenger train on the 25th January, near the Rainham Station.

I am, &c.

*The Secretary of the
London, Chatham and Dover
Railway Company.* JAMES BOOTH.

4269.

*Railway Department, Board of Trade,
Whitehall, 10th March 1862.*

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 5th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred to an express passenger train, on the 25th January, close to Rainham Station, on the London, Chatham and Dover Railway, when one of the guards was slightly hurt.

It appears that as the 6.40 a.m. down express train from London to Dover, consisting of engine and tender, four carriages and one guard's break-van, placed at the tail of the train, passed Rainham Station, the driver felt a sudden lurch of the engine, and on

looking back, he saw the third carriage from the tender jump off the road, and he immediately reversed his engine, and stopped as quickly as he could, in about 415 yards from the place where the engine lurched, which place is 65 yards east of the level crossing close to the eastern end of Rainham Station; and when the train stopped, the engine and tender remained on the rails, but all the other vehicles had got off the rails, but remained coupled to each other and to the tender. There were only four passengers in the train, riding in the second carriage from the tender; and I am informed that neither of them were hurt. The head and assistant guard experienced a severe jerk, and were thrown on to the floor of the body of the van, and lay there until the train stopped. The driver of the train states that he was travelling about 35 miles an hour when he felt the lurch.

When the line was examined a 21 feet rail was found bent outwards about $4\frac{1}{2}$ inches, and the six intermediate cast-iron chairs, by which it was secured to the transverse sleepers, were found broken, and the treenails also on the outside of the rail, by which they were fastened to the sleepers; but the joint chairs were sound, and the gauge at them was said to be correct, and this bent rail, which was on the north or left line of rails of the down line, was still secured in the joint chairs at each end of this rail. A short distance further east a rail was torn out on the right or south line of rails, but this had evidently been done by some of the carriages after they had got off the rails, and was the result, and not the cause of any of the vehicles getting off the line. A very large number of chairs were broken by the train after it got off the rails before it stopped.

The line at Rainham Station is very nearly level, and on an easy curve of 90 chains radius, bending to the left while proceeding towards Dover; and the permanent way consists of a double headed rail, weighing about 70 lbs. per yard linear, fixed in long joint and intermediate chairs; the joint chairs are $11\frac{1}{2}$ inches long, and weighed 54 lbs. each, and the intermediate chairs 19 lbs. each. The chairs are secured to transverse sleepers which are 8 feet 10 inches long, $10'' \times 5''$, rectangular at the joints, and of Memel timber, and half round Norway pine for the intermediates, by means of compressed oak treenails, Ransom and Sims' patent; three treenails being used for the joint chairs, two on the inside and one on the outside, and two treenails for the intermediate chairs. The sleepers are placed 2 feet 6 inches apart next the joints, and 3 feet 2 inches apart between the intermediates. The ends of the rails are fixed in the joint chairs by means of a long wrought-iron key, weighing 14 lbs., and by two elm cushions to each joint for the joint chairs, and by short cast iron keys, each weighing 4 lbs., and one elm cushion for the intermediate chairs.

It also appears that as the 11 p.m. down goods train passed the same spot, a little after 3 o'clock in the morning, when travelling between 20 and 30 miles an hour, the driver, fireman, and guards felt a heavy jerk, so that all of them thought they had either run over something on the line, or that something was amiss with the line; and when this goods train arrived at Sittingbourne Station, 6 miles from Rainham, at 3.27 a.m., the driver and fireman proceeded to examine the wheels of the engine, to ascertain if there was any blood on them. The driver told the night watchman that he thought he must have run over a bullock; but he did not think it was a human being; and the servants of the Company with this train strongly urged upon the night watchman at Sittingbourne, that he should at once telegraph back to Rainham that something was wrong with the line, or that something had been run over, which should be looked to in the morning before the down express passed; but the night watchman told them, that it was of no use to call up the telegraph clerk, as there would be no one at Rainham to take down the message, and that there would be

time to do it in the morning before the express train came down.

At 6.50 a.m. the telegraph clerk, who also acts as booking clerk, came to Sittingbourne Station, and the night watchman immediately asked him to telegraph to Rainham; but he excused himself, and said he could not do so without an order, and referred the night watchman to the station master.

The night watchman then went round to the side door of the station-house, and called the station master and was answered by, but did not see, the station master's wife; and he told her, that the guard of the goods train said they had run over something at Rainham. The night watchman says the station master's wife went in, and he waited about five minutes at the door, but nobody else came; and he then went through the booking office and again saw the telegraph clerk, who told him that he had seen the station master; this was about three minutes to seven o'clock. He also says, that he asked the telegraph clerk if he was going to telegraph to Rainham, and was told in reply, "that he need not trouble himself further about it; that he did not know that it was any use to telegraph, and that the platelayers would be walking the road and they would see to all that;" and the night watchman replied, that he hoped the platelayers would see it before the down express train got there. The night watchman then went into the porter's room, and some time after left the station at rather more than a quarter past seven o'clock, without having seen the station master, as his turn of duty had expired.

The accuracy of the night watchman's statement is not questioned by the telegraph clerk; in fact, he completely confirms it. And he further says, that when the night watchman came back from the station master's door, he, the telegraph clerk, went to the station master, and asked if he should telegraph to Rainham, and the station master told him he would be down directly, and he would tell him what he was to do; that the station master said something about the platelayers being along the line before that time, but he could not say exactly what he stated. He admits having told the night watchman, when he got back from the station master, that he need not trouble himself further about it, &c.

He also says, that when the station master came down he told him that he had better send a telegram to Rainham Station to tell them to stop the express, and caution the driver, as the guard of the goods train had reported something on the road, or having run over something; the night watchman had told him so, and he repeated it to the station master.

The telegraph clerk then said, that he began to call Rainham by telegraph about 7.20; but is not quite certain about the time, and can't say positively; it might be 7.25, or 7.35, and he continued to call at intervals of two or three minutes, while booking the passengers for the up train, due at Sittingbourne at 7.42, and which arrived at 7.43; that he succeeded in getting attention at Rainham at 7.46, and he then signalled the leaving of the up train, which signal was acknowledged in about half a minute after he had succeeded in attracting attention; that he then commenced to give the station master's message, without any special prefix, at about 7.48, he thinks, but is not certain; and that he had got as far with the message as to say, "Stop the express," when there was an interruption, not more than a minute after he had commenced to give the message; that it did not occur to him to give the prefix D. G. which denotes danger, and would cause the station master at Rainham to stop the train. When pressed further as to the time when he began to call Rainham, he said that as soon as the station master gave the message he commenced to call; that he was not certain about the time, but he thinks he did begin to call full five minutes before 7.46, that he had to book seven or eight passengers for the up train.

The station master says he was called up by the night watchman about seven o'clock, and was told

that the driver of the goods train had run over something; and he says he called out to the night watchman from the stairs, "Good God! it is too late to do any thing now," and that he should be down directly; that he went into the booking-office, where he saw the telegraph clerk about seven or eight minutes past seven o'clock, and asked him if he could send a message to Rainham station, who replied, "No; I'll try, but it will be no use until the up train is signalled forward to Rainham, as no one would be there on duty till that time." He admits having said, that it would be time for the platelayers to have been over their length along the line. He states that the telegraph clerk commenced calling Rainham between 7.15 and 7.20, although under the impression that it would be of no use, and continued calling at intervals until the up train arrived at Sittingbourne about 7.45, or it might be a minute or so before; and after signalling the up train on, the telegraph clerk then commenced sending a message to caution the driver of the down express, that the down goods train had run over something, and he was to look out; that he thinks the up train was signalled on to Rainham at 7.46, and previous to that time he went and found the inspector of permanent way, and told him to get on the engine of the up train, as the down goods train had run over something between Rainham and Sittingbourne, the spot he did not know. He also stated that he was very nearly sure he asked the night watchman, after he came down stairs, and he said the driver had told him the same; but, as already stated, the night watchman does not admit having seen him before he left the station.

The station master does not know whether he was in the office when the telegraph clerk signalled the up train forward to Rainham, and he does not think he was in the office when the telegraph clerk succeeded in calling Rainham by the telegraph; but the telegraph clerk came out shortly after, about 7.50., and gave him a message to send for the Inspector of Permanent Way, but he was then away up the line.

He says he does not know at what hour the night watchman left the station, neither does he know if the message relating to the up train was sent forward before the other message; that he did not tell the telegraph clerk to give the danger prefix D. G. to Rainham, neither did he write down any message, but he was in the office back and forward all the time.

The statement made by the Rainham station master is, that he went into the office between 7.30 and 7.33 and there was no calling with the telegraph between 7.33 and 7.36 when he left the office to examine the check rail at the level crossing; that he got back to the office about 7.38 as near as he could tell, and then he saw no calling; that he went to his head porter to get a return of trucks, and returned to the office about 7.43 and at 7.44 by his clock, which was two minutes slow, Sittingbourne called. He says he answered immediately, and Sittingbourne then at once gave the signal for the up train. Sittingbourne then gave a word which he did not understand, and he gave back the beat of the needle for "not understand;" that the first words he received from Sittingbourne were "the driver of the," which he received at about 7.46 by his time (7.48 true time) and at that moment, the message was interrupted by a message from New Brompton, which took the message out of the hands of the Sittingbourne clerk; that he was obliged to answer New Brompton, and it took nearly a minute to get possession, that is to check the New Brompton needle. New Brompton then gave "W. B. S. P. E. X. on" about 7.49, and he acknowledged by a simple beat; that he booked a passenger in the interval before Sittingbourne commenced to talk again, and just as Sittingbourne commenced again, he heard the down express approaching, and he went out of the office and gave the signal with his hand, and the driver saw him, and in less than a minute the train gave a sudden lurch, and the break van gave a kick, and he could see that the metals

were out, and the train was off the line, and he ran down the line and rendered assistance to the passengers, who said they were not hurt.

The entries in the telegraph books kept at Sittingbourne and Rainham Stations are as follows:

From the Sittingbourne book, it appears that the 7.25 a.m. up train was signalled forward from Teynham Station at 7.36, and Sittingbourne telegraphed back to Teynham that the train had arrived at 7.43. Sittingbourne then telegraphed forward to Rainham that the 7.25 a.m. up train had left at 7.46, but no acknowledgment is entered in the Sittingbourne book of this train having arrived.

From the Rainham book it appears, that after making the correction for the error in the clock, the 7.25 a.m. up train was signalled forward from Sittingbourne at 7.46 and that its arrival was telegraphed back to Sittingbourne at 7.56 the train being due at 7.55.

Again the 6.40 a.m. down express was signalled forward from New Brompton to Rainham at 7.48, and it was telegraphed back to New Brompton as having arrived at Rainham at 7.52, and thus it is apparent that as there was an interval of 6 minutes between the time when Sittingbourne succeeded in calling attention at Rainham, and the time of the passage of the 6.40 a.m. down express at Rainham, there would have been ample time for the station master at Rainham to have put up the distant and station signals in order to have stopped the down express, if he had been made acquainted by Sittingbourne, that danger to the train was to be apprehended; and he says, if the prefix D.G. had been given, as soon as Sittingbourne called Rainham, he would have stopped the down line directly, as there would have been plenty of time to have put up the danger signals.

Although, fortunately, no serious results followed from this accident, it might have ended very differently; and it is apparent, that nearly every servant of the Company that had a responsible duty to perform, neglected it.

1. Thus, the driver of the down goods train grossly neglected his duty in not stopping his train, and going back to ascertain what had happened, or what he had run over at Rainham Station. This he could have done safely under the protection of the Rainham Station and distant signals.

2. The Sittingbourne night watchman neglected his duty in not having called up the station master when the goods train arrived there; but, in other respects, he appears to have done his best to induce the station master and telegraph clerk at Sittingbourne to communicate with Rainham by telegraph before the down express became due. He has been dismissed by the company.

3. The Sittingbourne station master grossly neglected his duty in not having, instantly the report of the night watchman was conveyed to him, taken steps towards communicating with Rainham Station. Whereas, it appears from the evidence, that no attempt to telegraph was made until just before the up train arrived at Sittingbourne at 7.43, and had to be telegraphed forward; and when attention was obtained at Rainham, the first signal that should have been given, viz., the prefix D.G., denoting "danger," was omitted altogether. The station master did not even write a message for the telegraph clerk to send; and I look upon it as quite certain that the accident would probably have been prevented if he had done his duty.

4. The telegraph clerk was greatly to blame for the part he took in these proceedings. When the night watchman reported to him, at 6.50 a.m., what had happened to the down goods train, he should at once have gone to the station master, if he did not like to incur the responsibility of trying to telegraph to Rainham without orders, and not have referred the night watchman to the station master.

5. The foreman of platelayers at Rainham neglected his duty in not having gone over his length of line before the down express train passed over it, in

accordance with his instructions. He was walking on the up road and had passed the place where the train got off the line when the accident happened.

The express train to which the accident happened, is allowed 2h. 7m. from London to Dover with four intermediate stoppages, and to accomplish the journey in this time its speed must average 45 miles an hour; and as there are considerable lengths of unfavourable incline, where the trains cannot run at anything like 45 miles an hour such retardation must be made up for by a great acceleration of speed where the line is favourable for running fast; and I have no doubt whatever, looking at the distance the train ran after it got off the rails, that instead of running at the speed named by the driver of 35 miles an hour, as the ground was favourable, its rate would be between 50 and 60 miles an hour.

The train was drawn by an eight-wheeled bogie engine, four wheels coupled, with 16-inch cylinders and 22 inches stroke. The bogie was in front on four wheels 3 ft. 6 inches in diameter, and the coupled wheels behind of 5 feet 6 inches in diameter. The trailing wheel being the driving wheel. The distance between the centres of the bogie framed wheels is 4 feet; between the after pair of wheels of the bogie frame and the middle wheels 7 ft. 9 in.; and between the middle and trailing wheels 7 ft. 2 in. The disposition of the weights on the several wheels was as follows:—

	Tons cwt.	
On the bogie wheels	- 10	5
Middle wheel	- 12	0
Trailing wheel	- 10	15
Making up a total, when full	} 33 0	
of water and coal, of		

I am informed that the London, Chatham, and Dover Railway Company are engaged in fishing the joints of the rails over this portion of their line and in replacing the intermediate chairs by heavier and stronger ones, as it has been found that with this heavy class of engine and the high speed maintained by certain trains, a great many of the intermediate chairs are broken. It was imagined when I inspected this portion of the company's line that the introduction of iron keys and wooden cushions, cut across the grain of the wood, for securing the rails in the chairs, would be found very advantageous, as it was anticipated that the iron keys would not get out; but this

expectation has not proved to be correct; and it is surmised, with reference to this accident, that the iron keys were either out altogether or loose at the end of the bulged out rail, and thus, that the intermediate chairs were broken one after the other until the whole six had given way; but the platelayers would not admit that this was the case with respect to the keys in the joint chairs. It was also supposed that the goods train in the morning had caused the greater proportion of the mischief; but in that opinion I do not agree, but think it probable that some of the intermediate chairs must have been broken by the previous evening's down express train; that the down goods train broke some more of them; and that the 6.40 a.m. express finished the remainder; and it is somewhat remarkable that the engine and tender kept on the rails. The broken treenails were found perfectly sound, broken short off, and this accident affords another instance to the many on record that treenails are altogether insufficient, where high speed is maintained and heavy engines employed, to keep the rails in position.

The company have only recently introduced the telegraph as an auxiliary towards working their traffic. The means of preventing this accident were sufficient, if they had been promptly and efficiently employed; but there can be no doubt that separate wires for up and down lines between each adjacent station, are more satisfactory and afford greater chances for diminishing the risk of travelling than when several stations, as in this accident, are united on the same circuit of wire. Thus, if the message from Sittingbourne to Rainham had not been interrupted by the cross message from New Brompton to Rainham, it is possible that there might have been time to stop the down express.

Although it had nothing to do with the accident, I should remark that the train had only one break-van (although there were two guards travelling in it), and that is, in my opinion, an insufficient proportion of break-power for a train that must travel on some parts of the line, in order to keep its time, at the rate of 60 miles an hour.

I have, &c.,
W. YOLLAND,
Col. R. E.

The Secretary of
the Board of Trade,
Whitehall.

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th February, 1862.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 1st ultimo, at the Walton Junction of the London and North-Western Railway.

I am, &c.

The Secretary of the
London and North-Western
Railway Company.

JAMES BOOTH.

SIR,
Perth. 31st January 1862.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 1st of January, at the Walton Junction on the London and North-Western Railway.

This junction is about a mile to the south of Warrington. It consisted originally of a simple junction between the London and North-Western, and the Birkenhead, Lancashire, and Cheshire Junction Railways; but the Arpley branch of the Warrington and Stockport Railway was connected in 1855 with the Birkenhead, Lancashire, and Cheshire Junction Railway, and a second junction was thus formed about 150 yards from the first. The two junctions have since been worked under the control of one signalman, from a cabin situated near the middle of the short piece of line by which they are connected. In describing the way in which the present accident occurred, I need not, however, refer to the second junction. I shall consider the first as a single junction, provided with the usual main-signals and distant-signals, and worked in the ordinary manner. The main-signals, consisting of four semaphore-arms upon two posts, with lamps to correspond, are at the signalman's cabin; and the distant-signal on the Birkenhead, Lancashire, and Cheshire Junction Railway is rather more than 600 yards from them.

As a London and North-Western goods train from

Crewe was passing through this first junction towards Warrington, about 20 minutes before 6 o'clock on the morning in question, a Great Western goods train from Chester came into collision with it. The Great Western train was also running towards Warrington, and was about to pass over the same line of rails as the London and North-Western train in order to reach that station; but the latter train had not got clear of the junction points before the former train reached them; and the Great Western engine ran, at a speed of about 10 miles an hour, against three waggons near the hinder end of the London and North-Western train. It forced these waggons and the break-van off the rails, and one of the waggons over the west side of a viaduct about 80 yards to the north of the junction; and glancing afterwards from that side, over the up line, to the east of the viaduct, it displaced a number of large stones on that side (as well as on the other) from the parapet, and caused them to fall into the valley below.

The fireman on this engine had his foot crushed between the foot-plate and the tender, and, mortification supervening, he died from the effects of the injury some little time afterwards. The engine-driver was not hurt during the collision, as he escaped by jumping off his engine after it had struck the waggons, and before it came to a stand; but in endeavouring to regain it afterwards, for the purpose of scraping out his fire, he unfortunately fell from the viaduct, and was severely injured in the back, besides breaking his wrist. The brakeman of the London and North-Western train was a good deal knocked about in his van, but was not much the worse for it.

The London and North-Western train consisted of an engine and tender, 28 waggons, of which 13 were loaded, and a break-van. It had started from Crewe at 4.45 a.m. The engine-driver found a green light at the Walton distant-signal as he approached it, and a green light also at the main junction-signal, the signalman having turned off the red light at the latter in answer to his whistle. He was unable to see these lights for more than 30 or 40 yards in consequence of a thick fog which prevailed. He was properly proceeding through the junction at a speed of about 10 miles an hour when the collision occurred.

The Great Western train started from Birmingham at 10.15 on the previous evening, and left Chester at 4.40 in the morning, consisting of an engine and tender, 21 waggons, all loaded, and a break-van. There was a thick fog at Chester, and on the road, and the driver slackened speed near Dunham, to ascertain whether his train was all right, because he feared from not seeing the light at the side of his van that he might have left part of it behind. He approached the Walton Junction at a speed of about 10 miles an hour, and he and the guard both state that they kept a good look out for the distant signal; but they passed it without seeing it, and the first objects that the driver recognized were some waggons standing close to the junction. He sounded his break-whistle immediately, and did his best to pull up, but he was then too late, probably, to make any perceptible reduction in his speed before the collision occurred.

The driver and guard of the London and North-Western train were unaware of the near proximity of the Great Western train until the collision occurred, and the engine-driver of the Great Western train only caught a glimpse of the light from the London and North-Western break-van just before he struck the waggons. The signalman first heard the whistle of the Great Western engine when it was about 10 yards from his cabin. He had seen his distant-signal lamps burning brightly up to about ten minutes to twelve o'clock, but at that time the fog came on, and there is no evidence to show whether there was any light at the distant-signal towards Chester at the time that the Great Western train passed it or not. Singularly enough, no person, platelayer or other, can speak as to its condition; and the under-guard of the Great Western train, who was sent back by the

head guard after the collision to stop any following train, was an inexperienced man making his first trip over that part of the line, and paid no attention to it.

This lamp was on the east of the distant-signal post, and that post has by some inadvertence been placed on the east side of the line instead of on the west side, where it would be best seen by an engine-driver, and where, according to custom, it ought to be. The distant-signal on the London and North-Western line has been similarly misplaced, and it is desirable that these signals should both of them be shifted, there being no good reason for retaining them in their present positions.

It will thus be observed that the engine-driver of the Great Western train would not have had a good opportunity of observing the distant-signal in such a fog, even if the lamp was burning; and at this particular time of the morning, some twelve hours after it had been lighted, the lamp, if it was alight, would not probably have been very brilliant. It was not removed from the signal-post until 12 or 1 o'clock in the day, when the junction-signalman who went for it found that it had gone out, and that there was liquid oil still in it.

Candle-lamps are, I think, preferable to oil-lamps for railway signals; but gas, with good arrangements and under proper control, is better than either. Oil-lamps, besides being about three times as expensive as gas, require constant care and attention. They are always liable to be out of order for want of being properly cleaned and trimmed; and they frequently burn dimly after being lighted for a number of hours, in consequence of the crust which collects upon the wick. A jet of gas, on the other hand, in a signalman's cabin, affords him a very good indication of the state of gas lamps at his main- and distant-signals when they are connected with the same pipes; and any failure in the supply of gas, by extinguishing his own light, shows him at once the danger that has arisen. It is therefore desirable that gas should be employed for railway signals when it is available; and it would no doubt be well worth while to lay down gas-pipes for the use of the signals and distant-signals at the Walton Junction.

This junction requires improvement also in other respects. On the opening of the Arpley branch in 1855, the questions as to the number of junction signals to be employed and the mode to be adopted in working the two junctions under one signalman, were decided on after much discussion and careful deliberation on the part of the officers of the four companies concerned and the inspecting officer; but since that time the improved method of working junction points and signals in partial connection with one another has come into general use, by which a greater degree of safety is secured; and the mode of working the points of the second junction then contemplated has not been carried out, because it has not been found possible to keep those points weighted for the Arpley branch as was intended, in consequence of the employment of that branch as a siding on which vehicles are constantly standing.

Under these circumstances it is now desirable, with a view to the future safety of the traffic, that extra siding accommodation should be provided, and that one siding should be laid in between the Arpley branch and the London and North-Western line towards Warrington; that a third semaphore post with two arms on it should be erected at the junction cabin; and that the most improved apparatus should be applied for working the points and signals in connection with one another. The points should be free to move when the signals are all at danger; the signalman should be unable to lower his signal for any train to pass until he have first set his points right for that train; after having lowered his signal for a train to pass he should not be able so to turn his points in the wrong direction for that train as to cause a collision; and he should not be able to make

any mistake in the working of his signals that can lead to a collision between any two trains. These improvements will necessarily lead to some alterations in the cabin itself; and the opportunity will be afforded in carrying them out, of giving the signalman larger windows that he may have a better view in each direction; and of providing him with telegraph-instruments and telegraphic communication, by means of which he may at least be warned of the approach of the trains upon the different lines which are under his control.

This being an arduous and important post, and one at which considerable complication and a very heavy traffic over two junctions are combined, I think it would be wise to employ three men to do the duty, and thus to reduce the periods of labour from twelve hours to eight for each man.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

SCOTTISH NORTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th February 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Scottish North-Eastern Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which happened to a passenger train on the 27th ultimo, on the Brechin branch of the Scottish North-Eastern Railway Company.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Scottish North-Eastern
Railway Company.*

SIR,

Perth, 1st February 1862.

IN compliance with the instructions contained in your minute of yesterday, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 27th ultimo on the Brechin branch of the Scottish North-Eastern Railway.

This branch is about four miles long, and connects the town of Brechin with the railway in question at the Bridge of Dun Junction, 42 miles from Aberdeen. Near the middle of it there is a farm siding, called the Kincraig siding, which is only used occasionally, and sometimes lies idle for weeks, or even months. The branch is a single line, and the points leading to this siding are facing-points to trains proceeding from Brechin to the junction. The gradient on which they are approached is a falling one of 1 in 211½ from Brechin.

The points are kept locked, and there are two keys to them, of which one is under the charge of a porter at Brechin, and the other with the foreman platelayer for the length. When the siding is used, the Brechin porter accompanies the engine that is employed to take waggons to it or from it, and it is his duty before returning to Brechin to lock the points securely in their proper position for the main line. They are so weighted as to stand in that position, but, being little used, they would not be likely to work freely; and, indeed, it was observed that they did not do so after the accident. This was of no consequence if they were kept locked, as they were intended to be. A padlock was used for securing the switch-handle, with a hasp and staple on the switch-box.

On Saturday the 25th of January, the Brechin pointsman went to the siding about 5 p.m. to fetch two empty waggons which were standing in it. He took a chain from the wheels of the waggons, padlocked it to the switch-box, unlocked the points, took out the waggons, and, according to his own account, replaced the "keeper," and locked the points up again securely as before. A passenger train afterwards passed safely over them in each direction on that evening; and it may, therefore, be taken for granted that whether locked or not they lay right for the main line of the branch.

On Sunday there were no trains running; but two little boys of 11 years old, and a little girl of 8 years

old, whom I had an opportunity of examining on the spot, admitted that they had on that day been amusing themselves with the points, which they passed on their way to and from their school. One of the boys moved the point-handle while the other two looked on.

The first train on Monday morning left Brechin punctually at 7.45, and approached the points at a speed of 20 miles an hour. A goods-clerk, who was riding on the engine with the driver and fireman, suddenly observed that they were open for the siding when he was about 50 yards from them; and he ran to the handle of the tender-break as soon as he had called the attention of the driver to their condition. The guard, who was riding in a break-van behind the engine, also attempted to apply his break as soon as he felt his van going the wrong way through the points; but the siding was a short one; and the train ran against a buffer-stop and mound of earth at the end of it with sufficient velocity to force the engine, tender, and van over the mound, and the two former forward into a field below.

The goods-clerk and the fireman jumped from the engine and escaped, though the latter was much injured by his fall. The engine-driver, who appears to have stuck to his engine, was killed on the spot. The guard was not hurt; and of the passengers, who were 60 or 70 in number, it is hoped that only four or five have suffered.

The foreman platelayer who has the second key of these points, states that he did not pass the siding or visit it between 10 a.m. on Saturday and the time of the accident; and it would appear, that either the Brechin porter must have made the mistake of locking the padlock without putting down the "keeper" by which the point-handle ought to have been secured, or else that some other person (which is far less likely) must have opened the padlock after he left it. There can be no reasonable doubt that the children who were playing with the points on the Sunday must have left them in the wrong direction; and it is probable that if the foreman platelayer had obeyed his book of printed instructions, which directs that he should walk over his length before the first train every morning, he would have found out that the points were open, and would have prevented the accident from occurring.

The best remedy for obviating such an accident for the future at this spot, will be that which the company are desirous of adopting,—to take out the points and do away with the siding. A good general measure for rendering such accidents less likely would be the employment of a different description of "keeper" for fastening the points, which should only be capable of fastening the handle in the proper direction, and should fall down into a spring-lock of rough construction, so that the signalman, porter, or other person in charge of them, should only be obliged to employ his key for unfastening them, should simply have to drop the keeper into its place, and should thus be able to secure them again by one operation after they have been used.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

ULSTER RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 22nd February 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the Ulster Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to enquire into the circumstances which attended the collision that occurred on the 2nd ultimo, between a goods train and a passenger train on the Portadown, Dungannon, and Omagh Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Ulster Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 17th February 1862.*

SIR,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, that in obedience to your minute of the 11th ultimo, I have inquired into the circumstances which attended the collision that occurred on the 2nd ultimo, on the Portadown, Dungannon, and Omagh Railway, between a goods and a passenger train, when one of the passengers was killed, six others were injured, and the guard of the passenger train was slightly hurt.

The Portadown, Dungannon, and Omagh Railway runs nearly east and west, and connects at Omagh and Portadown the Londonderry and Enniskillen with the Ulster Railway from Armagh to Belfast, and the Dublin and Belfast Junction Railway, which unites with the Ulster at Portadown. The line is laid single throughout its whole length of $41\frac{1}{2}$ miles, with sidings at most of the stations. It is leased to the Ulster Railway Company, and worked as a single line on the train staff and ticket system, which, if strictly carried out, effectually prevents any collision from taking place between trains proceeding in opposite directions; but has no effect in preventing them from occurring between trains following each other, as on most of the double lines of railway throughout the kingdom.

It appears that the 4 p.m. goods train from Omagh to Portadown, consisting of engine and tender, 22 waggons, and two break vans, one next to the tender and the other at the tail of the train, left Dungannon (one of the stations at which trains proceeding in opposite directions pass each other) 27 minutes late, in consequence of the late arrival of the 5.30 p.m. train at Dungannon from Portadown. This 5.30 train had been delayed in getting away from Portadown by the late arrival at that station of the Dublin and Belfast Junction train, due at 5.12 p.m.

The goods train, with this ordinary load, seven of the waggons being empty, travelled very well on its journey, which was principally down falling inclines, as far as Annaghmore station, $8\frac{1}{2}$ miles from Dungannon, and $6\frac{1}{2}$ miles from Portadown, which station it passed, according to the guard, at 7.18, and then it began to travel very slowly, as the steam had got down from 120 lbs. pressure on the square inch when starting from Dungannon, to 60 lbs. pressure on passing Annaghmore; and, after running about two miles beyond Annaghmore, the train came to a stand still, when it had nearly got up a short rising incline of 1 in 100, the pressure of steam, when the train stopped, having been reduced to 40 lbs.

The head guard of the goods train, as soon as it stopped, consulted with the driver, and then, at 7.40, took his lamp and got three fog-signals from the assistant guard out of the van at the tail of the train, and went back along the line towards Annaghmore station for the purpose of protecting his train from the 5.50 p.m. passenger train from Omagh to Portadown, which was due at Annaghmore station at

7.34, and if it had been punctual, should then have been very near to the goods train. He was accompanied for some distance by the assistant guard, whom he sent back to rejoin the goods train, when the driver gave two sounds of the whistle, which had been agreed on as the signal to denote that his train was in a state to proceed towards Portadown. The head guard says he went to what was, he thought, 600 or 700 yards back from the rear van, and put down three fog-signals; he put down the first fog-signal on the left hand rail, 100 yards before he placed the other two fog-signals, within a rail's length of each other, on the right hand rail; and he had put down these three fog-signals, and had proceeded further back before he heard anything of the passenger train coming, and he says he had passed through the second over-bridge, which is 820 yards from the spot at which the collision subsequently occurred, when he was passed by the passenger train proceeding from Omagh to Portadown at 7.48. He says that he stood on the right or north side of the line, and showed a red light to the passenger train, and shouted out "Hold on," as the engine passed him, but no notice was taken of the red light or the calling out; also, that the engine passed with full steam on; that it was travelling, he thinks, at the rate of 30 miles an hour, and that the whistle was sounded immediately the engine ran over the two fog signals, and he heard the screeching or squealing noise of the breaks, before the train passed through the first over-bridge, 260 yards from the scene of the collision. He believes the collision occurred about 7.49, judging from the time when the train passed him and the rate at which it was travelling, but he did not hear the collision take place.

The driver of the 5.50 p.m. passenger train from Omagh to Portadown, which consisted of engine and tender, two carriages, a guard's break-van and two waggons, states that he went on after leaving Annaghmore station at 7.47 p.m., or about 29 minutes after the goods train left, until he got a signal, a lamp and a fog-signal, very nearly together; but he does not remember which was first, but thinks it was the fog-signal; and he got this signal when he was between the first and second over-bridges, but nearer to the first than the second bridge. The fireman of the same train says, he was told to put on his break before the fog-signal was exploded, and that they were nearly midway between the two bridges when the fog-signal was run over; also that he had not seen any light, but his driver had. As soon as the fog-signal was exploded, the driver of the passenger train, who says he was running at 25 miles an hour, took the necessary measures for stopping his train, by shutting off the steam, whistling for the guard's break, putting on the tender break, reversing the engine, and applying the steam the reverse way. The train was proceeding down a slight falling gradient at this time, and the rails are said to have been oily, and its progress could not be arrested until the engine had run into the rear of the goods train, which had commenced to run slowly a-head, and damaged the leading end of the guard's break van, in which some drovers and pig dealers were riding, whose stock was in the train. One of these, of the name of Sweeny, was severely injured and died on the following day.

Two of the waggons of the goods train were thrown off the rails, and the buffers of the passenger engine were knocked off. The speed at which the passenger train was travelling at the time the collision took place, is variously stated at from four to twelve miles an hour. The driver says eight. The goods train was furnished with a ticket; while the passenger train carried the train staff.

There is testimony to prove that three fog-signals were exploded by the passenger train, and the general manager of the Ulster Railway Company, Mr. F.

Broughton, on the day following the accident, picked up an exploded fog-signal on the left line of rails, 440 yards back from the spot at which the collision occurred; and on the 5th instant, another person who was sent to make special examination of the ground found the remains of another exploded fog-signal inside the right hand rail, 583 yards from the point of collision, which signals, there is every reason to believe, were two of those put down by the head guard. This evidence is important, as it corroborates the head guard's statement, except that he appears to have rather over estimated the distance back where he put down the fog-signals; and on that point, walking along a line of railway on a dark night, he may reasonably, and without imputing negligence to him, have made a mistake.

There are discrepancies in the statements of the head and assistant guards, which render it doubtful whether the head guard was sufficiently active in going back with the fog-signals; and if his statement is to be fully relied on, it is most unfortunate that he had not another fog-signal with him when at the second over-bridge; but the discrepancies are not so decided as to warrant the whole blame being thrown on the head guard. Again, if this man's testimony can be relied on, a good look out could not have been kept by the driver of the passenger train, as the red light from the hand lamp should have been seen for a considerable distance before it was reached.

The causes which probably led to this unfortunate accident were—

1st. The absence of punctuality in the running of the goods train.

2d. The circumstances which led to the break down in the running of the goods train.

3d. An insufficient proportion of break power in the passenger train.

With reference to the want of punctuality in the running of the goods train, I may state broadly that it is quite impracticable for trains to keep their time punctually on a single line of railway like the Portadown, Dungannon, and Omagh Railway, if the departures of up and down trains from the terminal stations, such as Omagh and Portadown, are delayed by the want of punctuality on the part of the trains belonging to other railway companies at those stations; and if the directors of the Ulster Railway Company wish to keep trains running in connexion with those foreign trains, greater facilities for avoiding the delays which are inseparable from any mode of working a single line should be afforded by doubling certain portions of the Omagh, Dungannon, and Portadown Railway. This line is, as I have already stated, worked on the train staff and ticket system, which is perfectly safe as regards collisions between trains proceeding in opposite directions, but which will not admit of so much traffic being worked, or a portion of the delay being avoided, as might be accomplished but with greater risk of collisions occurring, by working the single line with the aid of the electric telegraph.

As regards the break down of the goods train, the engine driver says, that the engine did not make steam readily as they ran down from Dungannon to

Annaghmore, owing to the smallness of the coal, the lumps having been consumed in the morning in taking up a portion of a goods train that had accidentally run backward down the incline from Dungannon Station towards Annaghmore; that he had plenty of coal in his tender, but did not know its quality until he was obliged to use it, and when he stopped he got under the engine and pricked and cleaned the bars underneath.

The locomotive superintendent, Mr. Eaton, seemed to think that the driver had given a sufficient excuse for the state of the engine; but it appears to me that he must have neglected his fire, and at all events, that he should have stopped at Annaghmore Station under the protection of the station signals, and raked it up when he found that he could not make steam, and had only 60 lbs. pressure in the boiler.

It is also evident that the guard of this train could not have exhibited his red light as he walked back after putting down the last fog-signal, if he did walk back, or the driver of the passenger train did not keep a good look out.

With respect to the subject of break-power, the Omagh, Dungannon, and Portadown Railway is a line of steep gradients, and the Ulster Railway Company had very properly proposed to work the line with a large proportion of break-power, and to do this in an economical manner they had determined to make use of Newall's continuous breaks, using a van and two carriages continuously coupled together for each train. They had obtained the rolling stock; but unfortunately this train was only provided with a single break-van which was not connected with any breaks on the carriages, and thus the train had only one break-van to five vehicles, irrespective of the tender break, which, in my opinion, is entirely insufficient for any passenger train. I believe it is admitted by the officers of the Company, that if the train had had these continuous breaks the collision probably would not have occurred. I have no doubt that it would have been avoided, as the servants of the Company, with the exceptions to which I have drawn attention, seem to have done their duty in a satisfactory manner.

No serious results would have followed from this collision if the Ulster Railway Company had prohibited passengers from travelling in the guard's van at the tail of the goods train. A second van was provided next to the tender, and that was the proper vehicle for any passengers proceeding with this goods train. The experience on other lines of railway seems to be thrown away on railway companies generally, otherwise the very lamentable accident which occurred at Atherstone Station on the London and North-Western Railway last year to a cattle train, from following the same practice, should have induced the Ulster Railway Company to prohibit cattle dealers, drovers, &c., from being conveyed in the last van of a goods train.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

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R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

CERTAIN ACCIDENTS

WHICH HAVE

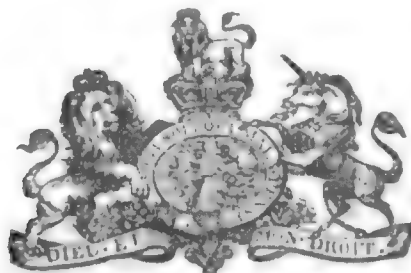
OCCURRED ON RAILWAYS

During the Months of February, March, and April, ; ;

1 8 6 2.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
May 1862.



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TABLE OF CONTENTS.

	Page		Page
EASTERN COUNTIES RAILWAY :		LONDON AND NORTH-WESTERN RAILWAY :	
Captain Tyler's report on the collision which occurred on the 5th March at the Blackwall Junction on the North Woolwich Branch between a passenger train and a goods train - - - - -	13	Captain Tyler's report on a collision which occurred on the 22nd February between a cattle train and a coal train near Wolverton Station - - - - -	16
GREAT NORTHERN RAILWAY :		SOUTH-EASTERN RAILWAY :	
Captain Tyler's report on an accident which occurred on the 2d April near the Algarkirk Station from a passenger train leaving the rails - - - - -	13	Captain Tyler's report on an accident which occurred on the 20th March near the Gravesend Station from a passenger train leaving the rails - - - - -	17
GREAT WESTERN RAILWAY :		WHITEHAVEN JUNCTION RAILWAY :	
Captain Tyler's report on an accident which occurred to Miss Glover on the 19th March at the Reading Station - - - - -	16	Captain Tyler's report on a collision which occurred on the 6th March near the Whitehaven Station between a passenger train and some empty waggons - - - - -	19

EASTERN COUNTIES RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 24th April 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Eastern Counties Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their lordships to enquire into the circumstances connected with the collision that occurred on the 5th March at the Blackwall Junction, on the North Woolwich Branch of the Eastern Counties Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Eastern Counties
Railway Company.*

*High Elms, Hampton Court,
19th April 1862.*

SIR,

IN compliance with the instructions contained in your minute of the 8th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 5th ultimo on the North Woolwich Branch of the Eastern Counties Railway.

As the 8 a.m. passenger train from Stratford to North Woolwich approached the Blackwall Junction, a mile to the south of the Barking Road Station, on the day in question, the engine-driver found that the points were set in the wrong direction. He at once reversed his engine, and whistled for the guard's break, while his fireman applied the tender break, and he thus reduced his speed from ten to five miles an hour before his engine struck a goods train, which was about 50 yards beyond the points. The passenger train consisted of an engine and tender, five carriages, and a break-van. Of eight passengers which it was conveying, four were injured by the effects of the collision.

The Blackwall Junction is about half way between the Barking Road and the Tidal Basin stations, which are a mile apart, and is approached on a curve from both of those stations. The points connect the North Woolwich Branch with some goods sidings, which are called the Blackwall Junction sidings. These sidings form the straight road, and were a part of the old North Woolwich line. The points have been habitually kept open for the sidings and closed for the main line, and this has probably been the case ever since the formation of the Junction.

The goods train had arrived at the Junction shortly before the passenger train, and had been taken into the siding for the engine to get round the waggons. The engine-driver of the passenger train whistled for the signals as he approached the Junction, and the signalman lowered them for him to proceed. He ought also to have held the points over, to turn the passenger train down the branch; but he forgot to

do so until the train was upon him, and until it was too late to prevent it from following the goods train into the siding.

It appears that his attention was given solely to the goods train. He saw the driver of that train reverse his engine, and he feared that in setting it back to clear some points at the lower end of the siding, he might foul the junction, and occasion danger to another passenger train which was due to pass in the opposite direction. In thus watching the goods train, with his back to the passenger train from Stratford, he omitted to work the points for the latter train, and thus caused the collision.

He was an experienced signalman of high character. He had been at that post for 19 months, and for 6½ years elsewhere.

If the system which has come into use within the last few years, and has been employed with so much success, of working the points and signals in partial connexion with one another, had been here introduced, the signalman could not have made such a mistake, because it would have been mechanically impossible for him to lower his signal for the passenger train until he had first set the points right for that train, and because the points could not then have been altered until after he had again turned that signal to "danger." This is a Junction of considerable traffic, and the Company will, no doubt, profiting by the experience of the present accident, establish the system of working the points and signals in partial connexion with one another above referred to. They will do well at the same time to provide a raised stage for the signalman, and to give him a better view of the line, and superior accommodation, that he may work his points and signals from under shelter.

There is another matter also to which I ought to refer, although it had nothing to do with the present accident. At the site of this Junction there is a level crossing for foot-passengers, which is used by the workmen passing to and from the works of The Thames Shipbuilding Company, upwards of 2,000 in number, as well as by their wives and children, who carry their meals to them. There is a continual traffic daily over this crossing, and the signalman has gates on one side of it only. He can lock these to prevent persons from coming on to the crossing from the road, but he has no means of preventing them from straying on the railway from the works, otherwise than by calling to them. When he is provided with a better stage, superior accommodation, and improved appliances for working the points and signals, he will be still less able to control the traffic over the crossing than he is at present; and it is, therefore, very desirable that a foot-bridge should be constructed over the railway at this point with as little delay as possible.

I have, &c.

H. W. TYLER.

Capt. R. E.

*The Secretary,
Railway Department,
Board of Trade.*

GREAT NORTHERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 5th May 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to enquire into the circumstances which attended the accident that happened to a passenger train near the Algarkirk Station of the Great Northern Railway on the 2nd ultimo.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Northern
Railway Company.*

*Railway Department, Board of Trade,
1, Whitehall, 29th April 1862.*

SIR,

IN compliance with the instructions contained in your minute of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 2nd instant near the Algarkirk Station of the Great Northern Railway.

The mail train left Peterborough for Boston at 2.5, five minutes late, on that morning, consisting of an engine and tender, a break-van, and two passenger carriages; and it was travelling at its usual speed, stated to be about 40 miles an hour, when the engine suddenly left the rails, 240 yards to the north of the Algarkirk Station.

The engine-driver shut off his steam, and held the handle of the regulator until the engine fell over on its left side on the west of the line, when he was thrown across the hedge which formed the fence of the railway, and into the field beyond. From the site of the first disturbance in the permanent way to the place where the engine fell over was only 150 yards. The break-van was smashed to pieces, by the force, apparently, with which it was thrown against the tender. The passenger carriages also fell on their sides, one in the hedge, the other between the hedge and the rails; and both carriages had their ends damaged from their having come in contact with one another.

The guard was looking sideways from his van, when he suddenly felt it leave the line, and he was thrown into the hedge on the west immediately afterwards as it turned over. He was hurt in the leg, and slightly on the head; the engine-driver was merely shaken; and of the nine passengers who were travelling in the carriages, only two were much injured.

The engine, No. 216, was a six-wheeled passenger engine, with driving and trailing wheels coupled, and with compensating levers between the middle and trailing wheels. The wheel-base was 15' 6", the diameter of the leading wheels 4 feet, and that of the other wheels 5 feet 6 inches. The weights on the leading, driving, and trailing wheels were 10 tons 8 cwt., 10 tons 4 cwt. 2 qrs., and 9 tons 10 cwt. 2 qrs. respectively. The cylinders were 16½ inches in diameter, with a stroke of 22 inches.

The left web of the left crank of the crank-axle was found to be fractured after the accident, and a nut was wrenched off a bolt which passed through the journal of the same crank, with the end of the bolt in it. The cranks of this axle, which had run 79,277 miles, were both of them hooped on both of their webs; and both of the journals had bolts through them. The hoops had been put on originally; but the bolts had been inserted as a means of security, after symptoms of failure had been observed. The sections of fracture were so rubbed together by the running of the engine upon its driving wheels, when it was removed from Algarkirk, after the accident, that there was nothing to be learnt from them, excepting that, from their general direction, there was probably a previous flaw extending over about a third of them from the interior. The end of the bolt and the nut that was forced off with it when the fracture occurred have not been found. Their position would have been important evidence of the precise place at which the axle failed.

In the absence of such evidence, I can only observe, that as the engine pitched on its left side when it was suddenly brought to a stand, with its leading wheel up to the axle in ballast, and its weight principally upon its left driving wheel; as the left web of the left crank, which was fractured, would be the part likely to give way under such a strain; and as neither the driver nor the fireman perceived anything of the failure of the crank-axle before the engine left the line,—I see every reason to believe that the fracture of the crank was the effect rather than the cause of the accident. Moreover, the fractured portions were not severed from one another, but were held together by the hoop which surrounded the web; and the engine ran to Boston after the accident upon its driving as well as its other wheels, without the middle spring having been packed, or the weight having been lifted from those wheels. The driving wheels were confined between inside as well as outside bearings, and if the crank-axle had been fractured in running, a strong road would not have been burst in this manner, at all events as long as the fractured portions remained thus in their place.

The permanent way is about 14 years old, and is laid with double-headed rails weighing 72 lbs to the lineal yard, in cast-iron chairs, upon transverse sleepers, three feet apart. The rails are not fished at the joints, and the chairs are fastened to the sleepers by means of wooden trenails. The line is perfectly straight at the scene of the accident, and for a considerable distance to the south of it. The first wheel-mark on the ballast was immediately in front of a pair of leading points, about 240 yards north of the Algarkirk Station, and this appears to have been a comparatively slight mark for 18 feet on the inside of the near rail. At the end of that distance, heavier marks were discernible to the east of both rails, and the line was much damaged up to a crossing some 50 yards forward, in front of which the rails and chairs were torn up and thrown in all directions. The third rail on the left side in front of the first wheel-mark was the first that had been renewed, and the first new chair, also on the left, was 36 feet in front of that mark. Behind that mark, there were new trenails in two chairs on the left, and in one on the right. In front of it, all the trenails were new on the left; and on the right, there were first three chairs with new trenails, then three with old trenails, and then some with new and some with old trenails up to the crossing above referred to.

According to the evidence which I have received, the keys were in their places, and the chairs were unbroken after the accident at the point of first disturbance; and the only parts which had given way were the trenails. These had failed in three chairs on the right, and on the left for the whole distance up to the crossing, corresponding to the positions in which, as I have stated, I found new trenails. The chairs had only shifted slightly on the sleepers, where the first symptoms of failure were observable.

The failure of these trenails appears to me to have been the cause of the accident, and the fracture of the crank-axle, as already explained, the effect of it. This is the fourth case that I have investigated in which wooden fastenings between the chairs and the sleepers have given way on a straight line, and the three other cases were not complicated as this has been by the fracture of a crank-axle. There have been also many other cases in which such fastenings have failed, on curves and on straight lines, and have thereby assisted in the production of accidents, which have been reported on by myself and my colleagues of late years. Amongst them were the accidents on the Great Northern Railway on the curves near Boston and Peterborough, the former in March 1857, and the latter in May 1854.

In examining the permanent way north and south of the site of this accident, I found that some of the heads of the trenails were missing from the chairs, and that others were much deteriorated; but I also found that some which appeared to be very bad on the head were still sound between the chair and the sleeper; and the generality were by no means in so bad a condition as I have observed them to be on other lines of the same age.

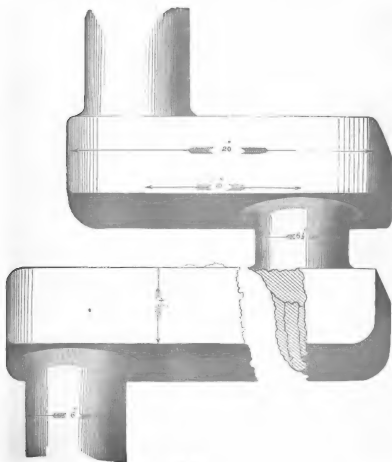
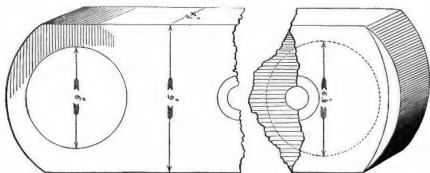
After all the experience which has been obtained of the treacherous character of these fastenings when they are employed without a proportion of iron spikes, two to each sleeper on the outsides of the rails, the Great Northern Company cannot be too careful in maintaining their line, and they would do well to commence inserting spikes in this manner with as little delay as possible.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

*H. W. TYLER,
Capt. R.E.*

To accompany Capt. TILLY's Report upon the accident which occurred on the Great Northern Railway, at
 Algharkirk Station on the 2d April 1862.



GREAT WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 25th April 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident which occurred to Miss Glover at the Reading station of the Great Western Railway on the 19th ultimo.

I am, &c.,

JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.*

*High Elms, Hampton Court,
22d April 1862.*

SIR, IN compliance with the instructions contained in your minute of the 25th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on the 19th ult. to Miss Glover, at the Reading station of the Great Western Railway.

Extra accommodation of a temporary character has lately been provided at this station in consequence of

the additional traffic on the narrow gauge between Oxford and London; and amongst other means of shelter, a covered way, supported on timber posts, has been placed on a platform to the south of the main line and the east of the station buildings. The 8.55 a.m. train from Swindon was drawing up at this platform at 10.50 on the day in question in the usual manner, as Miss Glover, following a porter with her luggage, walked from the station towards the front of it with a view to taking a seat in one of the carriages. She is stated to have had a thick veil on, and to have been in her 80th year; and it appears that while watching the train she came in contact with the third of the posts which supported the roof of the covered way above referred to. This post was 5 feet 4½ inches from the edge of the platform, and 6 feet 5 inches from the carriages as they moved past it. The old lady unfortunately staggered to the left after striking against it, and fell off the platform between a passenger carriage and a horse-box. Two wheels of this horse-box, as well as one wheel of a second horse-box, passed over her legs, and she was thus so much injured that, though she recovered sufficiently to give her address in Eaton Square, London, she afterwards died from the shock that her constitution had received.

*The Secretary,
Railway Department,
Board of Trade.*

I have, &c.

H. W. TYLER,
Captain R. E.

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 25th April 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred between a cattle train and a coal train near Wolverton on the 22nd February last.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London and North-western
Railway Company.*

*Railway Department, Board of Trade,
1, Whitehall, 19th April 1862.*

SIR, IN compliance with the instructions contained in your minute of the 1st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 22nd February last, near the Wolverton Station of the London and North-western Railway.

This portion of the London and North-western Railway, as I have frequently had occasion to explain in previous reports, is partially protected by the electric telegraph. It is divided, between London and Rugby, into telegraph lengths; and when a train is on any one of these lengths, the following train receives a caution upon entering it; the rule being, that an engine-driver, on finding the danger signal exhibited at one of the two-mile telegraph huts (as they are termed), shall slacken his speed, so as to hear the signalman say to him, "train on line," as he passes it. The only telegraph huts to which I shall have occasion to refer in the present report, are those at Wolverton and Hanslope, the latter being rather less than three miles to the north of the former.

On the night of the 22nd February, a goods train from Preston and the North passed Hanslope at 11.10, and was duly telegraphed to Wolverton, and the

engine-driver received an "all right" signal at Hanslope. A special cattle train followed it at 11.30, according to the Hanslope signalman, but earlier as it would appear from the evidence of others; and the engine-driver, finding the signal at danger, slackened his speed, and received the usual caution from the signalman. A coal train passed Hanslope after the cattle train, and the signalman says that he showed a red light from his hand-lamp to the driver of that train, by way of further precaution, and as an additional warning to him, because he appeared to be going so fast. The signalman adds, that the driver of the coal train did not appear to pay any attention to either of his signals, but passed him at a speed of certainly more than 10 miles an hour, and that though he could not say it was more than 15 miles an hour, it was certainly greater than that at which the coal trains usually travel.

The goods train, after it had finished its shunting, left Wolverton for the South, while the cattle train was approaching that station from the North. As soon as the former train had passed the South signalman, the North signalman lowered his distant-signal to admit the cattle train. The driver of that train had opened his whistle, and shut off his steam as he ran towards it, and was running into the station after seeing it lowered, when the coal train caught him up, and came into collision with him with considerable violence, at 660 yards from it.

The engine of the coal train fell on its side to the right, and the tender was swung round. Two of the coal trucks were much damaged, and three others, with two goods trucks, were thrown off the line.

In the cattle-train, a break-van, a drovers' van in front of it, and two cattle-trucks, were destroyed, and two other cattle trucks were damaged. Of three cattle dealers who rode in the drovers' van, one was unfortunately killed, and the other two were seriously injured. The driver, fireman, and breaksman of the coal train also suffered.

I have not had an opportunity, however, of examining any of the servants of the company who were with the coal train. The engine-driver has been dismissed from their service as well as the breaksman, and the

fireman is still lying at Northampton with a fractured thigh and other injuries. As far as the evidence which I have received goes, it would appear that the engine-driver left Rugby at 10.6, six minutes late, and reached the site of the collision at 11.30, whereas he was not due at Wolverton, a mile beyond, until 12 o'clock. He would thus have travelled at a speed, say, of 20 instead of 15 miles an hour, and have performed the journey in 30 minutes less time than it ought to have occupied. It is stated, also, that he had an object in getting to Wolverton before his proper time, as he wanted to warn his wife that he would return from London the next day. He had shortly before been changed from the Wolverton to the London district, and had not had time to remove his family to his new quarters.

The cattle train consisted of an engine and tender, 24 trucks loaded with cattle, a drovers' van, and a break-van. The engine-driver was driving for the first time, and was apparently, and very naturally, the more cautious on that account. According to his own statement, he passed the Hanslope signal at a speed of only six or seven miles an hour, and travelled at the same speed, or nearly so, until the collision occurred. The guard, who was riding in the hind van, estimates the speed at 10 miles an hour in passing Hanslope, and 14 miles an hour on the Castlethorpe curve, a mile and a half from Wolverton. He saw the steam of an engine behind him after leaving that curve, and he jumped out of his van and ran back

with his red light. His own train was proceeding at a speed of eight miles an hour, he believes, when he left it, and he had time to put down a fog-signal and run back for some little distance towards the coal train before that train passed him. There were three red lights at the tail of his train, all burning well.

The line was level where this collision occurred, and the view was unobstructed for 900 yards from the tail of the cattle train, though, of course, that train had moved forward for some little distance between the time when the driver of the coal train first caught sight of it and the period of the collision.

In this case, a young engine-driver in charge of a second train was proceeding cautiously between two telegraph stations, in consequence of a warning which he had received in regard to a first or preceding train, when he was overtaken by a third train, of which the driver was less cautious. But it is to be observed, that the cattle-dealers who travelled in the drovers' van would have been in comparative security if that van had been placed near the front of the train instead of at the rear of the cattle-trucks, and that this is not the first collision in which the expediency of so placing cattle-dealers and drovers has been pointed out by lamentable experience to the London and North-western Company.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R.E.

SOUTH-EASTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 10th April, 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the South-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the South-Eastern Railway near Gravesend on the 20th ultimo.

I am, &c.

*The Secretary of the
South-Eastern
Railway Company.*

J. EMERSON TENNENT.

*Railway Department, Board of Trade,
Whitehall, 5th April 1862.*

SIR,

IN compliance with the instructions contained in your minute of the 22d ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 20th ultimo, near the Gravesend Station of the South Eastern Railway.

As the 3.10 p.m. passenger train from Strood to London was travelling at a speed of 30 miles an hour between Higham and Gravesend on the day in question, the engine suddenly left the rails. The train was composed of an engine and tender, a second-class break-carriage, five passenger-carriages, and a break-van. The line was straight and level. The engine ran along the sleepers and ballast for about 50 yards after it first left the rails, with its off wheels between the rails, and its near wheels outside of the near rail; at the end of this 50 yards its off wheels crossed the near rails, and fractured one of them in doing so; and it finally fell into the ditch on the left of the line, and became partially embedded in clay and water.

The carriages and break-van, following more or less in the track of the engine, were all thrown off the line. The foremost vehicles were swung round to the right, and the first break-carriage struck the leading buffer of the engine, while

the first-class carriage next behind it was thrown upon the down line; and the remainder, three upon their sides and three upon their wheels, formed an irregular curve between the down line and the tender.

The guard who was riding in the leading break-carriage was crushed to death under the debris of that carriage. The engine driver and the fireman were a good deal injured. The passengers suffered more or less, and must all have been severely shaken; but were none of them, as far as I have learnt, seriously injured.

The engine does not show any symptoms of failure or defect which would have produced the accident. It is a six-wheeled engine, with the middle and trailing wheels coupled together. Those wheels are 3' 6", and the leading wheels 3' 6", in diameter. The cylinders are 15" in diameter, with a 20" stroke. The distances between the leading and driving, and the driving and trailing axles are 6' 6" and 5' 11", respectively; the total wheel-base being thus 12' 5", which is rather short for great steadiness. There are balance-levers between the driving and trailing wheels, which have the effect of distributing the weight over those wheels more advantageously in running, and of compensating to some extent for irregularities of the road; but the weights on the springs connected with those levers are more than three times as great as those upon the leading springs; and the engine would not be so steady at high speed, or so safe in encountering defects in the permanent way, as if it had, combined with a longer wheel-base, a greater proportional weight on the leading wheels.

The springs between the leading and middle wheels of the tender are also similarly connected with levers, and the straining plates of those springs had given way in consequence, no doubt, of the jolting that the tender received as it was dragged over the sleepers after it left the rails.

The permanent way was about fifteen years old; this second line of the Gravesend and Rochester Railway, as it was then called, having been opened in August 1847 for public traffic. It consisted of double-headed rails, weighing 80 lbs. to the lineal yard, and 15 feet long; and these rested in cast-iron

chairs, upon transverse sleepers, three feet apart on the average. The chairs were attached to the sleepers by wooden trenails, and the sleepers were half-round, laid with the flat side uppermost. This permanent way had been allowed to fall into a low condition. The sleepers were very far from being good, the trenails were worse, and the joints were loose.

The first disturbances in the permanent way arose from the failure of the trenails. A rail was slightly bulged outwards on the near side of the line, in consequence of the chairs having shifted on the sleepers; another rail was moved outwards on the off side from the same cause eight yards from it; a third off rail was in like manner slightly bulged outwards at six yards forward; and a near rail at four yards further forward was bent and pushed outwards for three-fifths of its length. The rail next in front of this last rail on the near side was knocked out of its place and thrown outwards flat upon its side, and the engine then left the rails, ran along the sleepers and ballast, and fell into the ditch, as I have already described.

I noticed, when on the spot, that new trenails had been inserted at the sites of the three bulges before mentioned, and have no doubt that the weakness of the permanent way at these points, caused some extra oscillation to the engine as it passed over the twenty-one yards within which they occurred before it came to the rail that was afterwards found to be thrown out on its side. That the fastenings which ought to have kept this rail in its place were not what they ought to have been is sufficiently evident from the fact that the rail was so thrown out without being bent, and without exhibiting any marks of violence; but the chairs from under that rail, and those said to have been found broken under the rail behind it, were not kept distinct, as they ought to have been, and retained for subsequent inspection. It was not possible, therefore, to ascertain specifically what fastenings were holding, what were defective, or what were useless, under those rails; how many of the chairs were fractured, in what parts, or in what manner; or the positions that they occupied after the accident. Some witnesses stated that they were all broken, and that the outer portions were turned over outside of the rail, while the inner portions remained attached to the sleepers; but the only one that was identified by the foreman platelayer of the length was not broken through the middle at all. There was nothing but hardened ballast in the trenail-hole at one end of it, and a defective trenail in the other, and it would not, if it was under the rail, have had any hold upon the sleeper. The same man informed me on the spot, that the joint-chair between the two rails had been broken through the lip only; but this chair was not forthcoming. A number of new sleepers, also, had been inserted near where the engine first left the line, and the old ones had been taken away altogether. Judging by those that remained, they would not have been creditable to the company, and they would not, of course, have been taken out unless they had been either broken by the passage of the engine-wheels over them or in an advanced stage of decay.

If the greater portion of the displaced rail had been firmly secured by good trenails to sound sleepers when the engine came upon it with such extra oscillation as it had received in consequence of the previous failure of the trenails, and if the fastenings of one part of it only had been defective, it must, in that case, have been distorted when it was pushed aside, or when it was sufficiently forced outwards to allow the engine wheels to leave the line; but this rail was, as I have before said, not so distorted; and further, it appears to have offered very little resistance to the engine, because the engine wheels after leaving it did not merely drop off the line to the left, but fell clear of the chairs, and at a considerable distance from the rail, as was shown by the first observable mark on the sleepers, at two yards only in front of that rail. The off rails at this part of the

line remained undisturbed after the accident, except that they were bulged, as above stated, before the engine left the line.

The lateral effort which was exerted against the displaced rail must be measured by the oscillation which had been produced in the engine in consequence of the previous failure of the trenails and the bulging of the rails, and this would not have been sufficient to push the rail out of its place if the trenails on the outside of the chairs had been sound, and if they had rested on good sleepers. It was not sufficient, indeed, to attract the attention either of the engine-driver or of the fireman, who perceived nothing unusual until the engine appeared to them suddenly to leave the line. But it must be admitted that they would have been less likely to notice any slight extra movement on a line such as this, on which the joints were loose, and which was in a wet condition from the state of the weather. The distance, too, from the commencement of such extra oscillation to the first wheel-mark on the sleepers was only twenty-eight yards. The accidental circumstances, of a key out, or of a previously broken chair, or even of both, would not account for the accident, because such defects would not have caused the entire displacement in this manner of an undistorted rail, or have caused the engine to leave the line in this sudden manner without injury to or disturbance of the rails in front, or have resulted in the failure of the trenails behind the place at which only such defects could have occurred.

In examining other portions of the line near the site of this accident I found many cases in which the upper parts of the trenails were altogether out of the chairs, and the holes in which they ought to have been were filled with ballast; some in which both of the trenail-heads were absent from one chair, and in which, therefore, the chair was in no way secured to the sleepers; others in which the heads of the trenails remained fractured in the chairs and could be pulled out by hand; others, again, in which they remained in the chairs in so rotten a condition as to be almost useless. These fastenings were, in short, in such a state of deterioration, that an accident of this description was not only possible, but very likely to happen.

After carefully considering all the circumstances of the case, after hearing the evidence produced, and after inspecting such of the debris as remained for inspection, I have come to the conclusion that the accident was caused by the failure of these trenails; that the engine, as it passed along the line, at its ordinary speed and with an ordinary train, pushed the rails outwards, first to the left, then to the right in two places, and then to the left, in consequence of their failure; and that it was thus thrown off the rails in the manner which I have described.

I had occasion to point out to the South-Eastern Company the weakness in this respect of another portion of their line, on the occasion of the fatal accident that occurred at Chilham on the 30th June 1858; and I learn that they have since that time been inserting a great number of iron spikes in the place of trenails on different parts of it. They have, however, allowed the Gravesend and Rochester section to remain too long without renewal, and they should now lose no time in relaying it with new materials.

As their Lordships are aware, a number of previous accidents have been occasioned by the failure of these wooden fastenings, and even on portions of a straight line, as in the present instance. Among them I may particularly mention those which occurred at Barrow Haven, on the Manchester, Sheffield, and Lincolnshire Railway, on the 22d February 1860; at Bescar Lane, on the Lancashire and Yorkshire Railway, on the 11th December 1860; and near Annan, on the Glasgow and South Western Railway, on the 29th May 1861; on lines that had been opened respectively for 11, 6, and 13 years. In the last-mentioned case, the engine and carriages left the rails under circum-

stances very similar to those now under consideration, though with more fatal results. In none of them was the difficulty experienced that has been here met with, of seeing the materials that were in the permanent way before the accident; and in the case near Annan the rail, chairs, and trenails had all been marked by the county police, two officers of that force having reached the spot immediately after the accident occurred.

The activity of the Scotch police is remarkable in such cases; and it is worthy of consideration whether the county police should not also be empowered or instructed in this country to visit the spot, after an accident of this sort, and to mark or impound any materials that it may seem necessary to retain for the purpose of throwing light upon the cause or causes that have tended to produce it.

This is another accident, then, that deserves serious attention on the part of the directors and officers of railway companies on whose lines the chairs are fastened to the sleepers by means of wooden trenails. These fastenings become in time so much deteriorated by age and wear, that they are at length unsafe, and unable to resist the strains brought to bear upon them in the ordinary course of traffic, even upon a straight line.

The platelayers and their superintendents trust to them from year to year, and they are in the general way only looked to and renewed, either when other repairs are going on or when the rails are observed to

be out of line in consequence of some of them giving way. They are frequently covered by the ballast, and when they are exposed they sometimes look sound to the eye after they have failed between the chair and the sleeper, and have therefore become useless. They may thus remain in the line, more or less decayed or fractured, in greater or less numbers, long after that margin of security has been lost which a permanent way as well as a bridge or a boiler ought to possess; and they give little or no warning of their gradually increasing insecurity until they fail altogether under the wheels of a passing engine, and an accident, perhaps of this description, causes a rigid examination to be made, when it is too late, into their condition.

Under these circumstances, and after the lamentable experience that has now been obtained on many lines of railway of the insufficiency of these wooden fastenings, I need hardly add, that, as I have had occasion to state in previous reports, it is desirable that wrought-iron bolts or spikes should be employed in place of them. Iron fastenings are more particularly required on curves; and where the two are employed together, as is sometimes the case, the spikes or bolts should be placed on the outside and not on the inside of the chairs.

*The Secretary
Board of Trade,
Whitehall.*

I have, &c.
H. W. TYLER,
Capt. Royal Engineers.

WHITEHAVEN JUNCTION RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 29th March 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the directors of the Whitehaven Junction Railway Company, the enclosed copy of the report made by Captain Tyler, R. E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred near the Whitehaven Station on the 6th instant.

I am, &c.

E. A. BOWRING.

*The Secretary of the
Whitehaven Junction
Railway Company.*

*Furness Abbey,
19th March 1862.*

SIR,

In compliance with the instructions contained in your minute of the 11th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 6th instant on the Whitehaven Junction Railway.

The Whitehaven Station is, on account of its situation, and of the way in which it is approached, worked under great disadvantages. The line is much curved; and within three hundred yards of the passenger platform there are, a junction with a branch leading down to the harbour, a junction with a single line passing through a tunnel towards Corkickle and the southward, and a tramway level crossing from the "William Pit" Colliery, over which waggons are shunted by horses backwards and forwards, besides being taken across the line. There are also sidings, and cross-over roads, and therefore a number of switches to be attended to. The mineral and goods traffic are very heavy, and a great deal of shunting is performed on the single line, which is traversed both by the passenger trains arriving at and departing from the station from the north, and also by those passing through the tunnel for or from the south.

The signa!man and pointsman in charge of the approach to the station has a semaphore signal with three arms to it, about 120 yards from the passenger plat-

form on the one line and 100 yards from the tunnel on the other, both of which are to the south of him; he controls the traffic from the harbour branch by hand signals; and he has a distant signal, 500 yards to the northward, which is worked by means of a wire and a lever a few yards from the main signal. A second signa!man and switchman is stationed at the colliery level crossing above referred to (140 yards north of the first signa!man), who has a disc signal applying to the colliery crossing, and communicates by means of a whistle with his colleague.

On the evening in question the mail train left Maryport at 25 minutes before 8 o'clock for Whitehaven, and the engine-driver, approaching the Whitehaven distant-signal at his usual speed (stated to be 15 miles an hour), found that signal at "all right." He therefore proceeded forward towards the station, until he saw a red light in front of him from the hand-lamp of a guard. He at once reversed his engine, and whistled for the breaks, and shortly afterwards he came into collision with some empty waggons moving slowly in the opposite direction, at a speed which he believes to have been six or seven miles an hour.

The mail train consisted of a tank-engine, four carriages, and a break-van, and conveyed twenty-four passengers. Neither the engine nor any of the carriages were thrown off the line, nor was the engine much damaged. Thirteen of the passengers have made claims for compensation on account of the contusions that they received.

The waggons with which the passenger train thus came into collision were thirty-two in number, and were all empty. They had been brought out of the harbour branch a few minutes previously by the pilot engine. That engine had "run round" them, so as to get from the north to the south end of them; and it was in the act of pushing them towards the passenger train, in order to get clear of the points leading to the tunnel, and to take them away through the tunnel, when the collision occurred. Some of the waggons were thrown off the line, and more or less damaged.

The signa!man who was in charge of the approach to the station on this occasion has absconded, to avoid prosecution by the company, and I have not therefore

had an opportunity of examining him. There seems to be no doubt that his distant signal was at "all right," that it showed a white light instead of a red one, and that the engine-driver of the mail train, therefore, was not to blame. The second signalman, in charge of the colliery crossing, was the first to observe the approach of the mail train, while he was holding a pair of points for the passage of the waggons. He shouted to the guard with the waggons to show a red light from his hand-lamp; that guard replied that he "had the red light on;" and he had only time to jump off the waggon on which he was riding, and run two or three yards toward the mail train, before the collision occurred.

The proceedings adopted in this instance were about the most certain that could be devised for producing a collision. If the signalman had desired to bring it about he could hardly have done more than he did, in allowing thirty-two waggons to be pushed back in the face of the passenger train when that train was due to arrive, and in showing a white light at the same time at his distant-signal, some three hundred yards from the waggons. The distant-signal was visible from the main signal, and the driver of the pilot-engine, or his fireman, or the pilot-guard, or the second signalman, might any of them have observed that it was at "all right," as well as the first signalman, if they had taken the precaution to look at it, as the waggons were being put in the way of the mail train. The signal-lamp shows a white light from the back when there is a white light to the north, and a green light to the south when there is a red light to the north. The understood rule was to keep this distant-signal at danger, and only to lower it for the passage of a train when the line was clear, either in answer to the whistle of the engine driver, or a short time before the train was due. The latter system of working was naturally adopted by the signalmen, to avoid unnecessary delay to the trains, because there were times when the whistle of an engine could not be heard as it was approaching the signal.

The two posts referred to, of first and second signalman, were taken by three men, whose duties varied every three days. Each man remained on duty from 5-30 a. m. to 8-30 p. m. on the first day, from 1 p. m. to 8-30 p. m. on the second day, and from 5-30 a. m. to 1 p. m. on the third day. The two men who remain state that Bussey, the signalman who has absconded, was not so particular in keeping the distant-signal at danger as they were themselves, and that they had before noticed that this was the case. It is probable that in the present instance he had already lowered the distant-signal for the mail train to come into the station before the empty waggons were shunted, and had forgotten to put it up again when he afterwards gave leave to the driver of the pilot engine to take those waggons on to the main line. The engine-driver of the mail train states that he "scarcely ever remembers finding that signal at danger for the 'last train at night,'—the train that he was driving on this occasion.

The signalman, Bussey, appears to have been an active, intelligent man, though not so careful with his distant-signal as he ought to have been. I learn that he asserted in his own defence that his distant-signal was at danger, and that the mail train arrived at the station a few minutes before its time. In regard to the former point, the most conclusive evidence is afforded by the fireman of the pilot engine, who, happening to look that way, and knowing nothing of the near approach of the mail train, saw the signalman turn the handle of that signal to danger, whilst he was engaged in pushing back the waggons, immediately before the collision. In regard to the latter point, it is stated that the mail train left Parton, the preceding station, a minute late, and that it could not therefore have been much, if at all, before its usual time at Whitehaven. Bussey, it appears, had a watch

of his own; and he may have been misled by its being a few minutes too slow. It is exceedingly desirable that at a post of this sort the company should furnish the signalmen with the means of ascertaining the correct time.

But even if the passenger train had been before its time, or if Bussey had had no watch, of course he was not the less to blame for leaving his distant signal at "all right" when the passenger line was being thus obstructed; and if he was aware of the correct time, he had no business thus to obstruct the main line.

At the same time it is to be observed that carelessness of this description is always more likely to be engendered when men are not provided with good arrangements for securing the safety of traffic, and for enabling them to perform their duties in a regular and satisfactory manner. The arrangements under which Bussey was working are defective, as regards the look-out afforded to the signalmen, the signals for protecting the approach to the station, the shunting of the trains and waggons, the means of communication between the signalmen, and the want of a good clock for their use by day as well as after dark.

The lines and sidings on the approach to the station are indeed much in want of extension and general improvement; and these appear to have been delayed in consequence of the difficulty that the company have experienced in acquiring more land for the purpose. They may, however, do much on this present site that they have not yet done. There seems to be no reason why the waggons should not be pushed back along the line on the west of the passenger line, instead of along the passenger line, if proper provision were made for the purpose, or why the shunting of the goods and mineral traffic generally should not be kept near to the west line, out of the way of the passenger trains.

In any case there are required two elevated stages, provided with good shelter, for the signalmen, one on the west of the line near the colliery crossing, and the other on the east of the line near the site of the existing semaphore signal. At the former stage a double semaphore signal should protect the colliery crossing in each direction; and the distant signal to the north, and the points in the vicinity, should be worked from that stage, as well as a "bell-and-arm" communication with the latter stage. It is desirable also, for the safety of the traffic, that the signalman at the colliery crossing should be provided with points leading to a blind siding on the east of the main line, and with a moveable "stop-block" on the west of the line, both to be worked from his stage, by means of which he may be able to prevent waggons from being taken across or upon the main line, without his permission. It would be also a great improvement if Lord Lonsdale, who owns the "William Pit" Colliery, would allow the company to alter the colliery crossing, so as to prevent the necessity which at present exists for the waggons to be brought out of the colliery yard, and on to the passenger line, when they require to be shunted from one colliery line to another.

At the latter of the two stages above referred to there are wanted two double semaphore signals, or four semaphore arms on one post, to protect the junction between the line running into the tunnel and that towards the station platform in both directions, with a wire signal for the harbour branch; and from this stage there should be worked, also, the telegraph through the tunnel, and a "bell-and-arm" communication with the former stage.

If arrangements of this sort had previously been carried out, and good discipline maintained in working them, the present accident would not, in all probability, have occurred; and if they are now adopted a better chance of safety for the future will be provided.

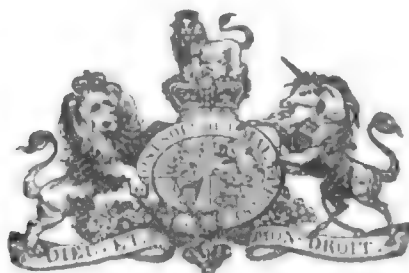
I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

R E P O R T S
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS
During the Months of April, May, and June,
1 8 6 2.
(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1862.



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TABLE OF CONTENTS.

	Page		Page
LONDON, BRIGHTON, AND SOUTH COAST RAILWAY :		MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY :	
Colonel Yolland's report on the collision which occurred on the 3d June at the London Bridge Station between an up passenger train from Hastings and a down passenger train to Croydon - - -	23	Captain Tyler's report on a collision which occurred on the 9th May at the New Holland Station between a passenger train and a carriage which had been left on the line - - - - -	30
LONDON, CHATHAM, AND DOVER RAILWAY :		NORTH BRITISH RAILWAY :	
Colonel Yolland's report on the accident which occurred on the 9th May at Ospringe near Faversham from a passenger train leaving the rails - - -	24	Captain Tyler's report on an accident which occurred on the 3d May to a passenger train near the Maxton Station from part of the train leaving the rails - -	31
Colonel Yolland's report on a collision which occurred on the 9th June between two excursion trains in the Chatham Hill Tunnel - - - - -	26	Captain Rich's report on an accident which occurred on the 6th June to a mixed passenger and goods train near Leith, from the breaking of an axle of a third-class carriage - - - - -	32
LONDON AND NORTH-WESTERN RAILWAY :		SOUTH WALES RAILWAY :	
Captain Tyler's report on the accident which occurred on the 5th May at the Harrow Station from the bursting of the boiler of a locomotive engine attached to a goods train - - - - -	29	Colonel Yolland's report on an accident which occurred on the 19th April to a passenger train at the Lydney Station from its leaving the rails - - - - -	33

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 25th June 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 3d inst., at the London Bridge Station of the London, Brighton, and South Coast Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
London, Brighton, and
South Coast Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 21st June 1862.*

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 13th inst., the result of my inquiry into the circumstances which attended the collision that occurred at the London Bridge Station of the London, Brighton, and South Coast Railway, on the 3d instant. The return from the Railway Company contains the names of 24 persons as having been injured, but I am informed that on further inquiry, it is hoped that only about 15 are injured, and that the injuries are not of a serious nature.

The traffic of this company at London Bridge Station is accommodated at three platforms—the north, allotted to the Crystal Palace traffic; the centre, appropriated as a departure platform for the Brighton and Croydon trains; and the south platform is used as an arrival platform for the Brighton and Croydon trains. There are lines of railway on the north and south sides of each platform.

The arrival and departure of trains is governed by a signalman placed in an elevated signal box about 235 yards from the east end of the Brighton and Croydon departure platform. The signalman is a servant of the South-eastern Railway Company, and there are two high double semaphore signals; one of these signals serving for the London, Brighton, and South Coast Railway traffic, and the other for the South-eastern Railway traffic.

There is also a low semaphore signal, No. 1, about 80 yards east of the before-mentioned departure platform, in charge of a servant of the London, Brighton, and South Coast Railway Company, for the regulation of the traffic in the yard, and also two signal boxes between No. 1 signal and the South-eastern double semaphore signals, at which pointsmen are placed, servants of the London, Brighton, and South Coast Railway Company, whose duties are to attend to the switches for the arrival, departure, and shunting of trains.

Up trains for the London, Brighton, and South Coast Railway Company's yard are not permitted to pass the South-eastern double semaphore signals until the signalman at No. 1 lowers the up-signal to "caution" for an up Brighton or Croydon train, and to "all right" for a Crystal Palace train, to pass; and the departure of down trains is governed by the indications of the double semaphore and distant signals worked by the South-eastern signalman. The duty of the pointsman at No. 3 box is to steady the switches for trains passing towards the Brighton and Croydon arrival platforms, and to pull them over, when a train has to cross the down lines of the London, Brighton, and South Coast and South-eastern Railways.—This signal-man is guided by the indications of the semaphore signal No. 1. If the up-arm is at "caution," he has only to steady the

points, if it be lowered to "all right" he has to pull them over, so that the incoming up train may cross to the Crystal Palace platform. He has, however, nothing whatever to do with the departure of trains.

About 7h. 40m. p.m. on the day before named, the signalman at No. 3 box heard the ringing of the bells in the double semaphore signal box, announcing the approach of an up train, which arrived in about two minutes. The up-arm of semaphore signal No. 1 had been previously lowered to "caution," so that he knew, both by the number of the rings of the bell and the indication of the arm of the semaphore, that the train was to go to the Brighton and Croydon arrival platform,—and he admits that he ought to have steadied the points in the position in which they then stood, which would have allowed the up train to have passed on towards the Brighton and Croydon platforms; but instead of merely steadying them, he pulled them over, so that the train passed on towards the Crystal Palace platform across the down line from the Brighton and Croydon platforms, and as it was crossing the down line it was run into by the 7h. 40m. p.m. down Croydon train in the act of leaving the station in obedience to the signals exhibited by the South-eastern signalman.

As soon as the signalman at No. 3 box discovered the mistake which he had made, he held up his hand to the signalman at No. 2 box for him to give the signal to the driver of the 7h. 40m. p.m. train from the Croydon platform to stop, and he believes that the other signalman saw the mistake before he was himself aware of it, as he turned instantly and gave the signal to the driver as soon as he held up his hand.

No blame whatever appears to attach to any other servant of the company. The driver, fireman, and guards of the 7h. 40m. p.m. down train appear to have taken prompt measures for reducing the speed of their train and stopping; but the distance was too short to enable that to be effected before the engine came in contact with the carriages of the up train, which was struck when about five carriages had got clear of the down line. The driver states that he had nearly stopped, and it is clear that he could not have been travelling at any great speed as only two carriages were thrown off the rails.

The driver of the 5h. 0m. p.m. up train from Hastings which consisted of thirteen carriages and four break-vans with three guards, says that he was running past the double semaphore signals at the rate of seven or eight miles an hour, and when he found that he was turned across towards the Crystal Palace platform and saw at the same time the down train coming towards him from the opposite direction, he put on the steam in order to get his train clear; but his efforts in this respect appear to have been counteracted by the guards, who seeing that a collision was probable, turned on their breaks in order to stop the train.

The accident was solely occasioned by the mistake of the pointsman at No. 3 box, and it could not have occurred if the signal arrangements at the double semaphore signals worked by the South-eastern signalman had been in accordance with those in general use on the London, Brighton, and South Coast Railway, constructed under Saxby's patent, or if the points and signals in the yard were arranged to be worked from signal-box No. 1, under the same system.

Great credit is, in my opinion, due to the London Brighton and South Coast Railway Company for having been the first to adopt and introduce this improved mode of working the signals and points, by which a signalman is prevented from making a mistake, which, fortunately in this instance, was not attended with any very serious results; but I would

strongly urge upon the Directors of this Company the necessity of altering the arrangements in their yard at London Bridge, either in conjunction with the South-eastern Railway, or if that be not practicable entirely within their own limits, in the same way that recent alterations have been effected by them at the Victoria Station, Pimlico.

The traffic in this yard is very great, amounting, I am informed, to upwards of 180 trains per diem, and the arrangements to which I have alluded, although

accompanied by some outlay in the first instance, would enable the work to be better and more safely done by a less number of men.

Eight of the carriages were damaged in this collision, several of them a good deal; and the persons injured were mostly riding in the up train.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

LONDON, CHATHAM, AND DOVER RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 4th June 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train at Ospringle near Faversham, on the London, Chatham, and Dover Railway, on the 9th ultimo.

*The Secretary of the
London, Chatham, and Dover
Railway Company.*

JAMES BOOTH.

Whitehall, 29th May 1862.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 10th instant, the result of my inquiry into the circumstances which attended the fatal accident that occurred on Friday the 9th instant, at Ospringle, near Faversham, on the London, Chatham, and Dover Railway, when the 7.10 a.m. down express train got off the rails, and some of the carriages ran down the embankment and were shattered to pieces against a garden wall, and two of the passengers were killed on the spot; one has since died of the injuries he then received, and two others received severe injuries, but are now understood to be progressing favourably towards recovery.

This portion of railway was authorized to be opened for public traffic in April 1858, and the permanent way is precisely similar to that described in my report of the circumstances connected with a similar accident which occurred at Rainham on the 25th January last. The permanent way consists of a double headed rail, weighing 70 lbs. per yard, fixed in joint chairs $11\frac{1}{2}$ inches long, which each weigh 54 lbs., by means of a long wrought iron key, weighing 14 lbs., and by two elm cushions to each joint; and also fixed in intermediate chairs, which each weigh 19 lbs., by a short cast iron key, weighing 4 lbs., and by a single elm cushion. The chairs are secured to transverse sleepers by means of compressed oak trenails (Ransome and Sims' patent). The transverse joint sleepers are of Memel timber, 8 ft. 10 in. long by $10'' \times 5''$ rectangular, and the intermediate sleepers are half round, of the same length and scantling; three trenails being used for the joint chairs, and two trenails for the intermediate chairs. The sleepers are placed 2 ft. 6 in. apart next the joints, and 3 ft. 2 in. apart between the intermediates. Proceeding from London towards Dover, the line at Ospringle is on a falling gradient of 1 in 132 for upwards of half a mile before the spot is reached at which the accident happened, and on an easy curve of 70 chains radius inclining to the left.

When the down express train, consisting of engine and tender, two second-class carriages, two first-class carriages, and one guard's break-van, arranged in the order in which they are here written, had reached this spot the whole of the train got off the rails, although the engine shortly afterwards got on again,

and the three last carriages and the break-van separated from the preceding carriage and ran down the embankment, which is here about 15 feet in height on the left side of the line. The bodies of two of these carriages were completely destroyed by coming in contact with the brick wall of the garden, somewhere about eight feet in height, which was knocked down for a length of about 15 yards; the other carriage and the break-van were also damaged, and some of the carriages were found on the other side of the wall in the garden. The leading carriage remained on the top of the embankment, partly leaning over on its side. This carriage was also damaged.

The persons who were killed were riding in the two carriages that were dashed to pieces. The engine, when it stopped, was found still connected with the tender, which, however, was entirely off the rails; but the engine had received damage to its wheels and to other parts sufficient to prove clearly that it had been off the rails, and probably regained them in passing over a crossing of a through road. There is no reason for suspecting that any peculiarity in the construction of the engine had anything to do with the train getting off the rails.

I visited the locality on the day following the accident, and, at the request of the officers of the railway company, subsequently attended at the adjourned coroner's inquest.

I was shown two rails on the outside of the curve on the down line, about 80 yards back from the spot where the carriages had knocked down the garden wall, as being the first that had been damaged or marked in any way.

I was informed by the resident engineer (Mr. Mills) that the joint-chair and joint at the west end of these two rails were sound, but that the whole of the intermediate chairs of these two rails and the joint-chair between them had all been forced outwards, and that the whole of the trenails for fastening these chairs to the sleepers had been broken; that one of the intermediate chairs and the joint-chair were also broken. The ganger of the platelayers did not admit that so many of the trenails of the first rail had been broken, but says that some of the chairs were only pushed outwards, without breaking the trenails. Both rails were bent and pushed outwards to the extent of about three inches. The next joint-chair was in its place and the trenails were unbroken, but the ganger thinks there was an intermediate chair broken in the third rail. The rails on the inside of the curve opposite to these two rails were not at all disturbed or damaged, and a portion of the line remained sound for a short distance further to the east, until the crossing was reached, but from thence the road was a good deal damaged, both rails being torn up, to the place where the carriages ran down the embankment. Marks of wheels were also traced between the rails, within the two lengths of rails which had been pushed outwards, and there does not appear to be the least doubt but that the train got off the rails at this spot.

The driver of the train states that they were coming slower than usual that morning, so that he was not running more than 30 miles an hour (the guard names 35 miles); that he had shut off the

steam in the cutting above the spot where the accident occurred in order to get the all right signal from the level crossing gateman, and to come cautiously through the station (Faversham); that he whistled for the gate after he had shut off the steam in the cutting, and when he first saw the signal it was at all right. He went on to say, that as he was passing the points leading from the ballast-pit he saw something on the line as if there was a bad joint, or as if the rail was out of gauge at the joint. Before the coroner he stated that he saw this when he was about 30 yards from the spot (the points leading from the ballast-pit are about 60 yards); and he says that if he had seen it sooner he would have slackened speed more than he did; that his fireman was in the act of putting coke on the fire, and by the time he had done it, and before he had straightened himself up, the engine was off the line that he called out to the fireman to look out for the break, or words to that effect; that he had not time to sound the whistle for the breaks, and when the engine got to the spot where he had seen the bad joint the engine got off the rails. The engine did not run much more than 200 yards beyond the place at which it got off before it was stopped.

The ganger of the platelayers stated that he had walked over the portion of his length on which the accident occurred before the down express arrived that morning; that he walked along the inside or south rail of the down rail, the one which was pushed outwards, and he saw nothing wrong with the rail; nothing broken nor bent, nor any chair displaced, although he examined the road; that he found some keys out that morning, but none at the place where the train got off; that he has to look over two rails when walking in each direction, and in consequence he might pass a slight displacement of one rail without noticing it; that he could not swear that it did not exist when he walked over it, but if it had been bulged out so much as 1 inch or $1\frac{1}{2}$ inch, he thinks he must have seen it.

One of the witnesses examined before the coroner exhibited a trenail which he had taken out of one of the chairs where the two rails were pushed out, which had evidently been broken for some time, and he suggested as one conversant with ship-building, in which trenails are very largely used, that it was possible that it was broken in the act of driving; that they were frequently broken in the act of driving in ship-building, although the work was performed by more skilful hands than the platelayers.

The goods train which preceded this express train passed down the line at about half past five o'clock in the morning, and I made inquiries of the engine-driver, fireman, and guard whether they had been sensible of anything being wrong with the line at this part when they passed over it, but was answered in the negative.

The engine which took this train from Victoria Station on the morning of the 9th instant was a six-wheeled (four wheels coupled) engine, the leading wheels being of 3ft. 6in. in diameter, and the driving and trailing wheels of 5ft. 6in. in diameter, with inside cylinders 15in. in diameter, and 24 inches stroke; the distance of the centres of the leading and driving wheels being 6ft. 6in. and 7ft. between the centres of the driving and trailing wheels. The disposition of the weights on the several wheels is as follows:

	Tons.	Cwt.
On the leading wheels	-	8 0
„ driving „	-	8 10
„ trailing „	-	6 10

Making up a total of - 23 0

I have already stated that the engine bore unmis-takeable evidence that it had been off the rails, although it had in some way, probably at the crossing, got on again.

The tender wheels were also damaged, and the horn plates were bent and cracked, but no axle was bent either in the engine or tender; and the leading axle of the carriage next to the tender was the only

axle among the whole of the carriages that was slightly bent, but not sufficient to prevent that carriage from travelling on the rails. The fractured couplings all showed that the quality of the iron used in their construction was good.

I found the line true to gauge and having a cant of about two inches.

It will be noticed, from what I have stated, that there is a striking discrepancy in the statements of the engine-driver and the ganger of the platelayers as to the condition of the line when the express train approached it. There was no satisfactory evidence forthcoming beyond his own statement to prove that the ganger had walked over his length that morning. I do not pretend to say which statement is correct, but if the line was in the condition described by the engine-driver it must have been produced or left in that state by the previous goods train, and it ought probably to have attracted the notice of the servants of the company with that train, and certainly to have been seen by the ganger of the platelayers.

There does not appear to be the least uncertainty as to the cause of this accident, which was evidently produced by the breakage of the trenails securing the chairs under the outside rails of the curve. In the Rainham accident the trenails failed on the inside of the curve, and the London, Chatham, and Dover Railway Company had, previous to this accident, admitted the insufficiency of this kind of fastening for their permanent way, by directing that iron spikes, $\frac{7}{8}$ of an inch in diameter, should be inserted in half-inch holes bored down the centre of the trenails, and a considerable length of line had been so strengthened, and the remainder is in hand.

The continued recurrence of accidents caused by the breakage of trenails of the best form and construction, nearly new, and manufactured by the best makers, and perfectly sound, will oblige the inspecting officers of the department in future to decline recommending their Lordships to sanction the opening of any line of railway on which these fastenings are exclusively used.

I have, &c.
W. YOLLAND,
Col. R.E.

*The Secretary,
Railway Department,
Board of Trade.*

*London, Chatham, and Dover Railway,
3, Victoria Street, Westminster,
10th June 1862.*

SIR,

I AM directed by the Board of this Company to acknowledge the receipt of your letter of the 4th instant, enclosing a copy of the report of Colonel Yolland, on the accident which occurred to a passenger train at Osprings on this line.

The Board desire me to express their dissent from the following passage in that report:—

“ There does not appear to be the least uncertainty as to the cause of this accident, which was evidently produced by the breakage of the trenails securing the chairs under the outside rails of the curve. In the Rainham accident the trenails failed on the inside of the curve, and the London, Chatham, and Dover Railway Company had, previous to this accident, admitted the insufficiency of this kind of fastening for their permanent way, by directing that iron spikes, $\frac{7}{8}$ of an inch in diameter should be inserted in half-inch holes bored down the centre of the trenails, and a considerable length of line had been so strengthened, and the remainder is in hand.”

The Board have never admitted, and do not admit, the insufficiency of this kind of fastening for their permanent way, and the alterations referred to were ordered to be made solely at the suggestion, and in deference to the opinion, of the officer of the Board of Trade.

I remain, Sir,
Your obedient servant,
G. HOLROYD,
Secretary.

*J. Booth, Esq.
Railway Department,
Board of Trade.*

*Railway Department, Board of Trade,
Whitehall, 20th June 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, on the subject of the accident to a passenger train at Ospringe, and to transmit to you, to be laid before the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the remarks made thereon by Colonel Yolland, the officer who reported upon the accident in question.

I have, &c.

JAMES BOOTH.

*The Secretary of the
London, Chatham and Dover
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 16th June 1862.*

SIR,

IN reference to the letter from the Secretary of the London, Chatham, and Dover Railway Company, dated the 10th instant, conveying the dissent of the directors of that company to a passage in my report of the 29th ultimo, on the accident which occurred to a passenger train at Ospringe near Faversham on the 9th May, I beg to remark that it is not clear from Mr. Holroyd's letter whether the directors dissent from the conclusion I had arrived at as to the cause of that accident, or merely to my statement that they had by certain alterations in their permanent way, subsequent to the accident which occurred at Rainham on the 25th January last, admitted its insufficiency.

I regret that there should have been any misapprehension on the subject. I stated what I had

understood had been the decision of the directors with reference to the insertion of iron spikes in the trenails.

I had no idea that the alteration had been made solely in consequence of the opinion expressed in my report, but considered that it was the result of the advice received from the officers of the company or the engineer of the railway.

I am sorry to find that the directors of the London, Chatham, and Dover Railway Company do not, after the occurrence of two nearly similar accidents within four months of each other, for which no assigned cause has been put forward other than that named in my report, now admit the insufficiency of the wooden trenails as fastenings for their permanent way.

I have, &c.

W. YOLLAND,
Col. R. E.

*The Secretary,
Railway Department,
Board of Trade.*

*London, Chatham and Dover Railway,
Victoria Street, Westminster,
21st June 1862.*

SIR,

I BEG to acknowledge the receipt of your letter of the 20th instant, enclosing Col. Yolland's remarks on my letter of the 10th instant, which shall be laid before the next meeting of the Board,

I remain, &c.

G. HOLROYD,
Secretary.

*J. Booth, Esq.
Railway Department,
Board of Trade.*

LONDON, CHATHAM, AND DOVER RAILWAY.

Railway Department, Board of Trade,

SIR,

Whitehall, 25th July 1862.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the report made by Colonel Yolland R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred in the Chatham Hill tunnel on the 9th ultimo.

I am, &c.

J. EMERSON TENNENT.

*The Secretary of the
London, Chatham, and Dover
Railway Company.*

*Railway Department, Board of Trade,
1, Whitehall, 19th July 1862.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your instructions of the 30th ultimo, the result of my enquiry into the circumstances which attended the collision that occurred on the 9th ultimo in the Chatham Tunnel on the London, Chatham, and Dover Railway, by which one lady had her arm broken, another received a contusion and shock, and several others (the number is not stated) are returned by the Company as having suffered from shock and fright.

The Chatham Station is situated with a tunnel on each side; that on the eastern side towards New Brompton, called the Chatham tunnel, is about 296 yards in length. The station is on a level portion of line, which extends about 177 yards within the Chatham Hill tunnel, and from thence the line rises 1 in 132 towards New Brompton. The station is protected by station signals situated on the platform; and, as regards the up-line, by a distant signal 564 yards east of the station signals, or 36 yards east of the tunnel-mouth, and a second signal placed 239 yards farther east than the distant signal. These two signals are worked simultaneously by the same wire, and that

most distant from the station can be seen by an up-train at a distance of 496 yards still further to the east.

New Brompton Station is about $1\frac{1}{2}$ mile east of Chatham Station, and the traffic between these two stations is directed to be worked in accordance with the following rules, 20 and 20A:—

"20. Every train or engine, without exception, must be telegraphed in its progress between station and station, and the times of forwarding and receiving the code messages relating to it duly entered under the respective headings in the train signal-book supplied for that purpose. In order to carry out this rule, the station-master must arrange so that some person is always in the office to attend to the telegraph from the departure of the first train in the morning until the arrival of the last train at night.

"Constant attendance in the office and prompt attention to calls on the instrument are essential to the efficiency of the telegraph, without which it cannot be depended upon. Any remissness on the part of the clerks or persons appointed to attend to the telegraph will be strictly dealt with."

"20A. No train or engine is to be allowed to pass or leave a station, up or down, until the due arrival of the preceding train or engine has been telegraphed back from the next station, to ensure the line being clear."

And, on the 19th February 1862, certain other precautions were directed to be observed in carrying out the preceding and other rules, at New Brompton Station. To the following effect: "without the special permission of the station-master in each case—

"1st. No up train or engine is to be started until the attention of Chatham has been obtained," and the signal duly taken.

"2d. If no in signal has been received from Chatham in ten minutes after he has taken the on signal, the station-master is to be immediately informed of the fact, in order that steps may be taken to discover the cause."

"3d. The drivers of all engines are to be spoken to and cautioned specially before starting when the telegraph will not work, and the regular signals will not work."

This order is signed by the officer responsible for the electric telegraph on the line (Mr. Rudall).

Up to the time of this accident single instruments were employed at New Brompton and Chatham for the transmission of the messages between these two stations for the up and down trains, although I understand it was in contemplation to make use of a separate instrument for each line. The intention, however, had not been carried out.

On the 9th June, the London, Chatham, and Dover Railway Company ran special excursion trains from Sheerness and Dover to the Victoria Station, London, and back. The Sheerness up special excursion train left New Brompton Station for Chatham at 9h.53m. a.m., having been signalled *on* to Chatham at 9h.48m., according to the entry in the New Brompton train signal-book, and according to the signal-man at Chatham, and the entry in his train signal-book, this *on* signal was acknowledged back to New Brompton at 9h.47m. This train reached Chatham at 9.57, and about 10.2 the Chatham station-master went to the signal-man and asked him, if he had given the *in* signal of the Sheerness up excursion train, and was told that he had not, and the signalman referred him to his train signal-book, where there is no entry at all of this up train having been signalled back to New Brompton as having arrived. The Chatham signalman states, that he had nothing but the signals to attend to, and at 10h.7m. a.m., he signalled the down express *on* to New Brompton and the signal was acknowledged on the instant. The acknowledgment he received was "understand," and the "finish" signal at the end of a sentence.

The statement of the Chatham station-master is to the following effect: that when the Sheerness up excursion train arrived, he had the engine unhooked and sent it into the siding lying on the south side of the up line to take out five carriages filled with passengers, which were to be attached to the Sheerness train, which at that time consisted of thirteen carriages and one break-van; and the engine-driver told the station-master, if he had to take on the five carriages, he would require the pilot-engine, which was then standing on the turn-table siding north of the down-line. When the engine was attached to the five carriages, the station-master went to the signalman and asked if he had given the *in* signal back to New Brompton of the arrival of the up Sheerness excursion train, and was answered in the negative. The station-master then said, "The line is blocked at New Brompton," and the signalman replied "Yes."

The station-master then told the signalman that he was going to back the Sheerness train into the tunnel in order to get the pilot engine in front at the cross-over road near the west-mouth of the tunnel; and the reply was, "All right, sir, you can do it." The station-master then signalled to one of the inspectors who was on the engine for the train to go back, and it went back into the tunnel; and at the same moment, a down excursion train ran into the station, and the station-master ran from the signal-box along the down platform and ordered the pilot engine out of the turn-table siding east of the station, so that it might cross over to the up-line while the down excursion engine was taking water. When the down excursion train arrived at 10h.6m., the guard said to the station-master that his train would have to shunt at Chatham, but was told that he could not. The pilot engine took about four or five minutes in getting out of the siding and in hooking on to the front of the excursion train; and directly the pilot engine was clear of the down-line, the down excursion train was ready to proceed, and the station-master started it, and in about two minutes after it had started, the station-master gave the signal for the Sheerness up excursion train, which still remained in the tunnel, to start; and when it

had moved about 12 yards, the station-master noticed a sudden jerk as if a coupling had broken, and the station-master scolded the engine-driver for starting so suddenly, and told him to draw up steadily out of the tunnel that he might see where it was. It turned out that the sudden jerk was caused by the collision in the tunnel which took place about 10h.12m.

I must now relate what had been going on at New Brompton after the departure of the Sheerness up excursion train at 9h.53m. The station-master, Mr. Barratt, informed me that three or four minutes after the Sheerness excursion train left, he told the porter, as he was going into the office, to look out for the all-clear signal for the Sheerness train from Chatham station; that he was on the platform at the time and close to the signal-post, and saw the Dover up special excursion train come in sight about 10h.4m. a.m.; that he can see the smoke about a mile from the station, and the up-signals were all at danger at the time. He further said, that he called out to the porter, and asked him if he had the all-clear signal from Chatham, but received no answer; that he called again, and went down to the office door, and saw the porter at the telegraphic instrument at the Chatham handle, and saw him give "understand" and the "finish" signal on the Chatham signal. The porter then called out "all clear now," and he, the station-master, told the porter to go and lower the semaphore signal, and he would lower the auxiliary signal, as the Dover train was waiting about the level crossing gate, a furlong from the station; he could not say whether the train had stopped or not, but it had made very little progress for about two minutes, which was the time that elapsed between the time of his seeing it till he lowered the signal for it to pass.

The station-master also says, that after the Dover up train passed by, he and the porter went into the office and the porter commenced calling Chatham to give the *on* signal for the Dover up excursion train, and he called for five or six minutes, and was then obliged to leave to shift some luggage, and he, the station-master took the instrument when the porter left, he supposes about 10h.12m., and remained there until 10h.21m., when he got attention at Chatham, and he then gave the *on* signal for the Dover up excursion train. Also, that no signal passed between Chatham and New Brompton between these times.

He informed me, with reference to the practice at New Brompton station, that it has been usual to allow a train to leave New Brompton for Chatham when the *on* signal has not been acknowledged by Chatham, and that it is the general rule to telegraph trains on to Chatham as soon as the signal is received from Rainham. That he would not stop an up train when he could not get the *on* signal acknowledged by Chatham, if the line clear had been given for a previous train just at that time; and in that way he explains what took place with reference to these two excursion trains on the 9th June.

On referring to the New Brompton train telegraph book, I find entries to the effect that the Sheerness up excursion train was signalled on to Chatham at 9h.48m. a.m., and was signalled back as having arrived at Chatham at 10h.6m. This last entry was made by the station-master in the book, and it purports to be the same signal respecting which the station-master observed the porter telegraph to Chatham, "understand" and the "finish" signal before referred to; all the other entries relating to this train were made by the porter. The signals relating to the next down train in the same book are that a signal was received from Chatham that a down train had left at 10h.15m., and that it was telegraphed back to Chatham as having arrived at 10h.21m., the train having reached New Brompton at 10h.16m.

The entries in the Chatham train signal-book, respecting the trains to which I have referred, are as follow:—

The Sheerness up excursion train was signalled *on* from New Brompton at 9h. 47m., by the Chatham clock, differing one minute from the time entered in New Brompton book; but there is no entry in the Chatham book of that train having been signalled back as having arrived at Chatham. On the other hand, there is an entry that a down excursion train was signalled *on* to New Brompton at 10h. 7m. a.m., and also an entry of the signal having been received from New Brompton, that the train had arrived there at 10h. 23m. The corresponding entries in the New Brompton book would appear to be the 10h. 15m. and the 10h. 21m. The New Brompton train signal-book shows that a down train was signalled back to Chatham at 10h. 21m., as having arrived or passed, and also at the same time, 10h. 21m., that an up train had left or passed towards Chatham. The New Brompton station-master states, with reference to the entry of 10h. 15m. in his book, that he was in the office by himself at that time, and some ladies came in, and one of them made inquiry as to the best mode of getting to Aldershot; that he was calling Chatham at the time to give the *on* signal for the Dover up excursion train and giving what information he could to the lady; that he heard the down excursion train come in at 10h. 15m., and as no *on* signal had been given by Chatham, he thought he would enter the passage of the train in the third column for trains, but instead of that he entered it in the first column; that the train was not so near as he thought it was at that time, and he then saw his mistake of putting it in the wrong column and he entered 10h. 16m. in the proper column as the exact hour at which the train passed.

There is corroborative evidence to prove that the New Brompton station-master (Mr. Barrett) did ask the porter if he had got the "all clear" signal from Chatham for the Sheerness up excursion train, of his being answered in the affirmative by the porter, and of their having jointly taken off the up signal for the Dover up excursion train to pass; but the rest of his statement is only supported by the New Brompton porter, and it is, in my opinion, directly contradicted by the entries made by himself in his own train signal-book, by the entries in the Chatham train signal-book, and by the evidence of the Chatham signalman, that he was not called by New Brompton after the acknowledgment at 10h. 7m.; and the simplest explanation which can be given of the affair, is, that the New Brompton signalman, who was on the watch for the "all clear" signal at 10h. 6m. or 10h. 7m., made a mistake in reading the *on* signal, which was given at that time for the down excursion train, as the *in* signal for the Sheerness up excursion train. The acknowledgment would be the same in both instances, "understand" and the "finish" signal, and it further would be received on the same instrument; and this explanation clearly points out the danger that exists to the public in railway managers attempting to work the traffic of a double line of railway, between two adjacent stations, by a single wire and single instruments at each end of it. In this instance, the porter at New Brompton evidently made a mistake in reading the telegraphic message. In the accident near Rainham, which I had occasion to report on some time since, the message was interrupted by the sending through of a message from the adjacent station, and the accident followed. This is the second accident, partly attributable to a bad or erroneously used telegraphic system, which has occurred on the London, Chatham, and Dover railway since Mr. Forbes' letter of the 3rd January 1862 was addressed to the directors of that company, commenting upon the extracts from Capt. Tyler's report on the accident, in the Clayton tunnel, which their Lordships had communicated by circular to all railway companies, and in which Capt. Tyler referred especially to the working of traffic by the assistance of the telegraph. Mr. Forbes complains that Capt. Tyler does "in the general character of his remarks" fall too much into the common habit of adversely

"criticising things as they are, without pointing out very clearly how they are to be made what they ought to be." And in explanation of the system pursued by the London, Chatham, and Dover Railway Company, he observes that "the Dover, Shepherd's Well, and Chatham tunnels are worked by special men, instruments, and bells upon what is called the block system, and, in fact, exactly in the manner described by Capt. Tyler in his fourth suggestion." Now, if it is to be understood that the accident of the 9th ultimo occurred in the Chatham tunnel mentioned in the preceding paragraph, I can only say that some change must have been made in the telegraphic instruments, as a separate telegraph needle is not used for each line of rails between New Brompton and Chatham, as recommended by Capt. Tyler, and though the regulations for the signalman virtually adopt the block system for this length of line, power is given to the station-master to allow of a train proceeding from New Brompton to Chatham without his having first telegraphed that train *on* to Chatham, and having had the signal duly acknowledged, and this practice was followed on the 9th ultimo.

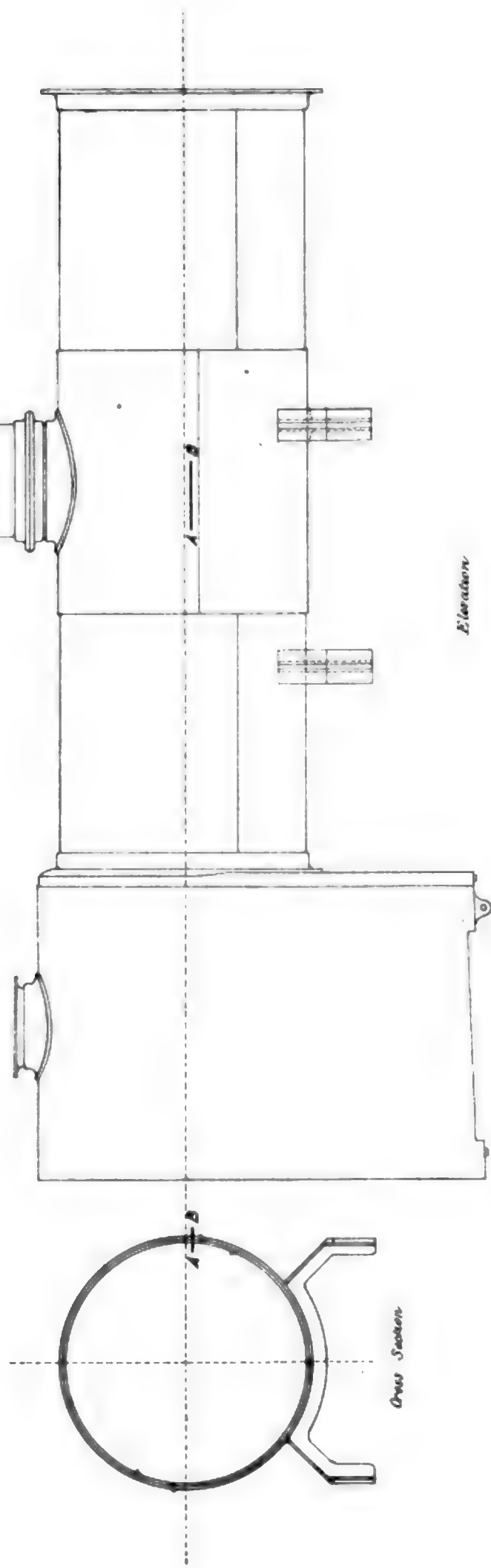
The Dover up excursion train, consisting of engine and tender, eleven carriages, and one break-van with one guard, passed New Brompton for Chatham station when the out-of-door signals were lowered, and hand signals shown by the station-master and signalman for the train to proceed at 10h. 7m., and this train was, according to the train-book, signalled *on* at 10h. 21m., or 14 minutes after it had passed, and nine minutes after the collision had occurred. The driver says that he passed New Brompton at 8 or 10 miles an hour, and after he had got through the Gillingham tunnel, he found the Chatham signals against him, and he says that he sounded the guard's whistle at once, applied the tender break, and drew up as soon as he could to allow the engine to come steadily on, and when he came into the Chatham tunnel he found it was full of steam and smoke, and as soon as he saw the train he reversed the engine and put the steam on the reverse way, and he thinks he was running five or six miles an hour when he ran into the other train. Neither the engine nor any carriages were thrown off the line, but the break-van of the Sheerness up excursion was damaged. The collision does not appear to have been a severe one, but it was probably lessened by the preceding train having just moved ahead.

The tail of the excursion train is said to have stood 250 yards west of the first distant signal, or 214 yards from the east mouth of the tunnel, and thus the driver had 985 yards to pull up in, supposing that he saw the signal against him at the spot when it first becomes visible to an up-train. He was running down an incline of 1 in 132 with 12 vehicles behind him, only one of which was a break; and I have no doubt that he was running with more confidence in having been checked by the out-of-door signals at New Brompton, and then having had them taken off, and been signalled forward also by hand by the station-master and signalman. Still I think he must have been running faster than he allows, or else he did not take the prompt measures he describes for arresting the progress of his train. The collision might undoubtedly have been avoided, if the train had been provided with a proper proportion of break power.

As the result of my investigation, I should state that, in my opinion, the collision was occasioned by the mistake of the signalman at New Brompton, in having informed the station-master that the line was clear to Chatham—he having read the telegraphic message wrongly—and not from sheer negligence. He has been dismissed, and so also has the New Brompton station-master, while the driver of the Dover up excursion train has been fined.

To avoid similar accidents in future, I would recommend the Directors of the London, Chatham, and Dover Railway Company, if they determine to work their line with the assistance of the telegraph, to grant those facilities which are essential for giving

To accompany Captain Tyler's Report of the 9th July 1862 on the Bursting of a Boiler near the Harrow Station of the London and North Western Railway on the 5th May



Scale 1/4" = 1 Foot.

the system a fair trial; allowing a separate needle instrument for each line, between two adjacent stations; that such needle instrument should not be a talking instrument, but have "line clear" or "line blocked" as the only signals that can be given on it, with bells and gongs for the up and down lines to admit of the different kinds of trains being signalled; to sanction one man being on duty at a station to attend exclusively to the telegraph and out-of-door signals, and not to authorize his being called off, as the porter at New Brompton was, to attend to luggage. To insist upon the entries in the train signal-books being accurately made by the signalmen themselves, and the precise times of the giving or receiving signals, entered without delay. A column is also wanted to show the time when the trains arrive at or pass a station; and these books should be carefully looked after by the station-master.

If the directors cannot make up their minds to incur the cost of working the traffic by the telegraph in the best known method, then, in my opinion, it would be better to dispense with it altogether, as nothing can be more dangerous to the public travelling on railways than the existence of a system which professes to adopt the block system of work, and which virtually tells an engine-driver that all is clear to the next

station, when the mechanical means employed do not afford a reasonable hope that this system can be carried out without great risk of frequent mistakes.

2. The ordinary traffic of this company appears to be carefully conducted. The last trains seldom exceed six or eight carriages, with one and sometimes two break-vans; but here we have a heavy excursion train, requiring two engines to drag it along, and running with 19 vehicles, of which one only was a break-van, and in the other 12 vehicles, of which one was a break-van. It is impossible, I think, for any one to contend that this is a proper mode of working traffic.

I do not pretend to know where the blame lies; whether with the Directors in withholding the necessary breaks, or the management of the company, in not deeming them to be necessary. But, practically, no one appears to be personally responsible when some serious casualty occurs, and the only result is that the item of compensation in the half year's account is frequently a large one.

I have, &c.,
W. YOLLAND,
Col. R. E.

*The Secretary of
the Board of Trade,
Whitehall.*

LONDON AND NORTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 14th July 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., on the explosion of the boiler of a locomotive engine at the Harrow Station, on the 5th May last.

I am, &c.
*The Secretary of the J. EMERSON TENNENT.
London and North-Western
Railway Company.*

*High Elms, Hampton Court,
9th July 1862.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your minute of the 6th May last, I have inquired into the circumstances which attended the accident that occurred on the 5th of that month near the Harrow Station of the London and North-Western Railway, in consequence of the bursting of the boiler of a locomotive engine.

This engine, No. 878, left the Camden goods station at 1 a.m. on the morning in question with a train for Rugby. It started with three or four coal waggons only, but it stopped at Kilburn to take on eight more, and then at Harrow for 12 others. When the engine-driver reached the latter station, he first took the engine into a siding to fetch waggons out of it, and, after bringing them upon the main line, he returned with some of them, which were intended to remain at the station, into the siding. He then rejoined his train; the guard coupled the waggons together, and came out from under them to give him a signal to proceed on his journey; and he was just about, as far as he can remember, to move his reversing-lever into forward gear, previous to opening his regulator, when the explosion occurred, 70 yards to the north of the passenger platform.

The driver was himself standing on the left of the footplate, and he saw his fireman knocked down on his right before he was thrown over him. They were both struck by the tubes from the interior of the barrel of the boiler, which swung round on both sides of the fire-box, but principally on the right. The fireman,

whose brains were dashed out, was killed on the spot. The driver had his left arm broken in two places, as well as two fingers of his right hand; he received a severe cut on the left side of his head; and he was internally injured in a serious manner.

The engine had six wheels, five feet in diameter, with a wheel-base of 12' 2", all coupled together. It was built by Mr. Fairbairn in 1853, and was delivered to the company in March of that year. The cylinders are 18" in diameter, with a stroke of 24". The barrel of the boiler was 14' 2" long, and 4' 4" in diameter. It had a heating surface of 143 square feet in the fire-box, and 1,711 square feet on the inside, or 2,082 square feet on the outside, of 237 tubes, each of which when new measured 1½" in interior, and 2½" in exterior diameter.

On the 16th December 1859 this engine came into collision with some waggons north of Wolverton, when being taken out in search of a broken-down coal train, and the night-foreman who accompanied it was killed, as I had occasion to describe in my report of the 5th January 1860. From March 1853 up to that date the engine had run 115,842 miles; but it did not do much work afterwards, remaining for many months in the shops, until October 1860, when it was retubed. Its further mileage up to the time of its explosion was 66,272 miles. It will thus be seen, that its first set of tubes lasted between six and seven years for a duty of about 116,000 miles, and that the second set of tubes had only been in the boiler for a year and eight months when it failed.

The boiler was provided with three safety-valves, all in good order, and was worked up to a pressure of 120 lbs. to the square inch above that of the atmosphere. It was well supplied with water, the gauge glass having been, according to the statement of the driver, about three parts full. One of the valves was rather light, and they began to "show steam" before the explosion; but they were screwed down to 110 lbs., and the pressure was rather less, according to the driver, as shown by the gauge, than 120 lbs. The engine, to all appearance, was in good order in every respect. There was a lead plug, ½" in diameter in the roof of the firebox.

I visited the scene of the explosion with the locomotive superintendent of the company on the afternoon of the day on which it occurred, on my way from the north; and I was, therefore, afforded a good

opportunity of seeing the débris while the fractures in them were still fresh. The explosion had taken effect on the barrel, which had opened on the right side, just above the seam of rivets in the middle ring. There had been extensive corrosion on that side. The worst portion of it, shown at A B in the accompanying diagram, was rather more than 12 inches long, and the minimum thickness was barely $\frac{1}{16}$ th of an inch, the original thickness of the plate having been $\frac{3}{8}$ ". The upper plates of the firebox and smoke-box rings were torn off, for the most part round the rivets, and thrown to the left, as well as all the fragments, except portions of the casing and the tubes, which went to the right. The framing was fractured on both sides, in consequence of the force with which the lower plates were blown down upon it.

The steam having thus found means of escape upwards and to the right, considerable force was exerted downwards, as might have been expected, and towards the left. The near rail was broken and bent outwards under the leading and trailing wheels, and the near driving wheel, which had no flange, slipped off to the left. A portion of the upper plate of the smoke-box ring was somewhat corroded, and had been torn through at the corroded part; but the remainder of the boiler appeared to be in comparatively good order; and there was no furrow in the upper plate above the seam of rivets on the left of the middle ring to correspond with that on the right, to which I have above referred, as having been the weakest portion of the boiler.

The corroded condition of the plate above the rivets on the right of the middle ring was evidently the cause of the explosion, and it is impossible to believe that that plate was sound when the boiler was examined and re-tubed one year and eight months previously, or that it was then in a condition to remain in the boiler for further use. In the course of last year it became my duty to report upon two other cases of the same description. On the 4th July 1861, an engine from the same works and belonging to the same company was blown to pieces four miles to the north of Rugby, while taking the Irish mail train to Stafford; and on the 23rd October an engine of the North-Eastern Company blew up at Stella Gill as it was starting with a train from that station. The total

mileage of the engines in these three cases, was, 182, 114—336, 368—and 149, 518 miles respectively. Their ages were 9 years, 9 years and 9 months, and 7 years and 9 months. The pressures at which they were worked were 120, 120, and 100 lbs. to the square inch above that of the atmosphere. They had been re-tubed, and opportunities had, therefore, been afforded for thorough examination of the interior of the barrels, 1 year and 8 months, 3 years and 8 months, 2 years and 5 months, before they respectively exploded. In all these cases, the plates were gradually eaten through in particular places by corrosion, until they at last gave way at the ordinary working pressures of the engines.

These and other instances which have been brought before their Lordships prove sufficiently that additional care and attention are much required in the maintenance of the steam boilers of locomotive engines. The common practice that exists, of allowing them to run for six or seven years without internal examination, and without applying to them any test which would discover weakness arising from hidden defects, is evidently a most dangerous one. The locomotive superintendents on some railways employ the safe, simple, certain, and economical test of hydraulic pressure to their engines periodically, by pressing them up to about 180 lbs. to the square inch, and do so judiciously. If such a test had been applied to the boiler in question a few months before it exploded, its weakness would no doubt have been discovered. But more frequent examination is also necessary, and improved means of construction are much to be desired. It is further plain that any plates in which distinct indications of furrows are observed, ought to be removed at once, while the engine is in the shop to be retubed, instead of being left in their places for a further period of uncertain length. This obvious and necessary precaution has apparently been neglected, not only in this one, but in all the three boilers to which I have above referred, though the present case is the worst of the three, because only one year and eight months elapsed between its examination at Wolverton and its subsequent explosion.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

H. W. TYLER,
Capt. R.E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 1st July 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 9th May at the New Holland Station of the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.

J. E. TENNENT.

*The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.*

*Peterborough,
24th June 1862.*

SIR, In compliance with the instructions contained in your minute of the 14th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th ultimo, near the New Holland Station of the Manchester, Sheffield, and Lincolnshire Railway.

Between that station and the Humber there is a pier 500 yards long. The trains arriving from the south are run round two sides of a triangle before being brought to the station, in order that the engine may be behind them; and they are then pushed along the pier to the platform at the end of it, on which the passengers alight with their baggage for embarkation in the steamer to Hull. The trains are then ready to return engine first to New Holland, and thus, although there are two lines of rails on the pier, one only is used for the passenger traffic, while the other is principally employed as a siding.

The 2.25 p.m. train from Grimsby reached New Holland at 3.6, five minutes late, on the day in question. It consisted of an engine and tender, one first, one second, and two third-class carriages, with a break-van and a waggon of cattle; and after a detention of three minutes at the station it was pushed in the usual manner towards the north end of the pier. While thus proceeding, and about 160 yards from the place at which it would have been brought to a stand, it came into collision with a carriage which had been left on the passenger line. But the speed was slow, and the collision slight; and only two of the passengers are represented to have suffered from the effects of it,—one of whom received an abrasion on his leg, and the other a bruise on his head.

There is a signal on the pier to the south of the site of the collision. The engine-driver asserts that this signal was at "all right" when he left the station, and that as it was turned to danger when he was only 40 yards from it, he had no time to pull up his train. He knew nothing of the carriage being in his way until he struck it, any more than his guard, or the inspector from New Holland, who also accompanied the train.

The carriage had been transferred from the siding to the passenger line to make way for a goods-waggon, which was being loaded at the opposite platform with produce from the market held that day at Hull. It ought not to have been left on the passenger line when the train was due, and the porter who was in charge at the time has been dismissed from the service of the Company for allowing it to remain on that line. At the same time, the evidence of this man and that of the other porters appears to prove that the signal was "at danger" for its protection before the train reached the New Holland Station.

The day was clear, and the line on the pier is straight. If the engine had been in front of the train the driver could not have avoided seeing both the

carriage and the signal as he approached them. If he had been more careful he might have seen them as it was, though he was not by any means advantageously placed for the purpose. He also has been punished.

The practice of backing a train along a line of railway is, under all circumstances, an undesirable one, though it is employed daily at other more important stations than New Holland, and at stations where more risk is incurred, as I have frequently had occasion to observe in previous reports. An engine-driver may not be able with a number of vehicles, or even one vehicle, in front of him, to see any obstruction that may be in his way, or to ascertain when it may be necessary to take measures for slackening his speed or stopping his train.

It is a practice which ought not to be permitted under any ordinary circumstances to be carried on, and which the Company would be wise in avoiding for the future at New Holland.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

NORTH BRITISH RAILWAY COMPANY.

*Railway Department, Board of Trade,
Whitehall, 27th May 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North British Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 3rd instant to a passenger train near the Maxton station of the North British Railway.

My Lords will be glad to learn the decision which shall be come to by the Directors after considering the report made by Captain Tyler, as to the adoption of the measures recommended by that officer for ensuring the public safety.

I am, &c.

JAMES BOOTH.

*The Secretary of the
North British
Railway Company.*

*1 Whitehall,
22d May 1862.*

SIR,

IN compliance with the instructions contained in your minute of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 3rd instant near the Maxton station of the North British Railway.

This station is three miles to the east of the Newtown Saint Bothwell's junction, at which the Kelso branch is connected with the Edinburgh and Hawick section of the above railway. The line from Kelso to Berwick, which is in continuation of the Kelso branch, belongs to the North-eastern Company; but the North British trains run through from Edinburgh to Berwick under an arrangement between the two companies.

The 3.45 p.m. train from Edinburgh to Berwick left the Newtown junction at 5.51, four minutes late, on the day in question, consisting of an engine and tender, a loaded goods-waggon, four first- and two second-class carriages, and a break-van. It was travelling at its usual speed, stated to be under 35 miles an hour, at two miles from the Newtown junction, and one from Maxton, when the engine-driver and fireman both felt what they describe as a shake of

their engine; and they observed, on looking round, that the first-class carriage second from the tender was off the rails. The engine-driver shut off his steam and the fireman applied his break, and when they looked round again they saw that some of their carriages had been left behind, and had rolled over the side of the embankment on which that part of the line runs. They brought the engine and tender to a stand after running 330 yards further, with the goods-waggon and one first-class carriage still attached to them; and they afterwards took the engine forward to Maxton to give orders for stopping a train which was nearly due at that place for Edinburgh, that it might convey a telegraph-message, to be sent forward from Newtown, for assistance.

The guard, who was riding at the tail of the train, knew nothing of what was occurring until he suddenly felt that his van was off the rails, whilst he was engaged in sorting his parcels. He was thrown down on his knees, and he caught hold of a shelf near him, and held on by it, until his van came to a stand. That vehicle and a first-class carriage in front of it remained on the top of the embankment; but the four next carriages were thrown down the side of the embankment for a depth of about 14 feet, and one of them, a second-class carriage, fourth behind the tender, was turned bottom upwards and smashed to pieces.

There were altogether about forty passengers in the train. Of these, one was unfortunately killed, three were seriously injured, and eighteen or twenty others are returned as having suffered from internal injuries, bruises, cuts, &c. The passenger who lost his life, and those who were the most injured, were riding in the second-class carriage above referred to. One axle from under that carriage was broken, and the other was much bent, no doubt from the violent treatment that it received after it left the rails, and as it was pitched over the side of the embankment. The bent axle and the wheels attached to it were torn from the axleguards, and the only wheel left in its place was that which was detached from the broken axle. That wheel has received a tremendous blow, which has fractured the tyre, and forced off the head of one of the rivets by which it was secured to the rim, in somewhat altering its shape. The axle and the other wheel were amongst the wreck, and no portion was left behind to indicate that any failure occurred in the rolling stock before it was thrown off the line

and subjected to so much violence. The axles of the other carriages were all slightly bent.

The dimensions of the broken axle were $3\frac{1}{2}$ " in diameter in the centre, $3\frac{1}{4}$ " in the boss of the wheel, and $2\frac{1}{2}$ " by 5" in the journal. It had no previous flaw in it, but was an old axle, and of smaller dimensions than would now be constructed for a passenger carriage.

It will have been observed that out of the whole train the engine and tender only remained on the rails, and that, of the eight vehicles behind them, four were thrown down the embankment, the two first having followed the engine and tender till they were pulled up, and the two last having come to a stand by themselves on the bank. These latter were found to be nearly opposite the wreck of the carriages below.

The engine, No. 187, belonged to the North-eastern Company, and was a six-wheeled engine, with the middle and trailing wheels coupled together. The cylinders were 15" in diameter, with a 22" stroke. The weights on the leading, driving, and trailing wheels were 10 tons 5 cwt., 11 tons 0 cwt., and 7 tons 0 cwt. respectively. The diameter of the leading wheels was 3' 8", and that of the other wheels was 6' 14". The total wheel-base was 14' 3", made up of 7' 3" between the leading and driving, and 7' 0" between the driving and trailing axles. The cylinders were inside the framing, and the engine was attached to the tender by means of a central screw coupling and buffer, without side buffers, but with safety chains, so that it would have gone round the curve with comparative freedom.

The permanent way was about thirteen years old, and was laid with double-headed rails, 16 feet long, weighing 75 lbs. to the lineal yard, and resting in cast-iron chairs. The joints were not fished; the chairs were supported on transverse sleepers, 3' 2 $\frac{1}{2}$ " apart on the average from centre to centre, and they were attached to them by means of wooden trenails, three to each joint chair and two to each intermediate chair. The train had descended a gradient of 1 in 100, and had run on the level for rather more than 200 yards before the first disturbance observed in the road. It was travelling round a curve of 60 chains radius, and iron spikes had been driven into some of the chairs, but not into all of them, on the outside of this curve.

The first disturbance noticed was, that a rail on the right was slightly bulged outwards towards the right or outside of the curve; the next, that a rail in front of this was bent outwards on the left or inside of the curve; and a few yards further forward another rail on the right was very considerably bent outwards. This last rail had evidently been held fast by the joint chair at each end, and by an intermediate chair next the joint at the west end, while the fastenings of the other three chairs supporting it must have given way. From this point forward there were some very decided marks on the chairs on the inside of the curve, as if the flanges of the wheels had

there got over the inside rail, while the chairs under the outside rail had been broken, as would appear by their having been replaced by new ones; and 20 or 30 yards beyond there were wheel-marks on one of the sleepers. From this point forward the wheel-marks were distinctly traceable over the sleepers when I visited the spot on the 15th instant, and the road appeared to have been more or less torn up, as a result of the accident. At 68 yards only from the first disturbance the four carriages in the middle of the train left the ballast, and 50 yards further forward they lay at the bottom of the embankment.

The chairs which came from the parts of the line at which new chairs had been inserted, could not be particularly identified, any more than the sleepers; and the evidence as to the precise condition in which the permanent way was found to be after the accident was not as satisfactory as I could have wished; but, from the position of the bent rails, the new chairs, and the new fastenings, and from the best information that I could obtain when on the spot, I have no doubt that the accident occurred in consequence of the failure of the trenails which ought to have secured the chairs to the sleepers.

The engine appears in its passage along the line to have bulged the rails, first to the right, then to the left, then considerably to the right; and thus to have so far disturbed the permanent way as to cause the vehicles behind it to be thrown off the line. The "shake" of the engine when this occurred was noticed both by the engine driver and by the fireman, and was, indeed, sufficient to cause them to look back. They only observed, as I have stated, that a first-class carriage was off the rails. The waggon in front of it may either have left the rails at the same time, or may have been pulled off them afterwards by the carriages.

I observe that the sleepers on this line are being now altogether renewed, which they require, and that some of them had been renewed before the accident; and I recommend that the joints should be fished and the line thoroughly ballasted without delay, as well as that all the trenails should be replaced by iron spikes.

After the many reports that I have had occasion to make to their Lordships within the last few years, particularly on the 25th May in last year, and the 5th April and 29th April in the present year, on the subject of accidents that have occurred in consequence of the treacherous character of wooden trenails used for securing the chairs to the sleepers in the permanent way of railways, and the observations contained in these reports, I need not now do more than draw attention to the circumstance that this is another lamentable instance of the insecurity of these fastenings.

I have the honour to be, Sir,

Your obedient Servant,

H. W. TYLER,

Captain, Royal Engineers.

*The Secretary,
Board of Trade.
Whitehall.*

NORTH BRITISH RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 19th July 1862.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a mixed passenger and goods train near Leith on the 6th ultimo.

I have, &c.

*The Secretary of the
North British
Railway Company*

J. EMERSON TENNENT.

SIR,

Brixton Hill 12th July 1862.

IN compliance with your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the accident that occurred near Leith, on the Leith and Portobello Branch of the North British Railway, on the 6th June 1862. No persons were injured.

A mixed train, consisting of eight goods waggons and three passenger carriages, left Leith for Portobello at 6.30 p.m. on the 6th June, and was running at its usual speed, vide, about 12 miles per hour. When it got about 884 yards from the Leith Station the axle of the leading wheels of a third-class passenger carriage, with guard's and break compartment, broke.

The carriage was a four-wheeled one, and had been built about seven years since. The broken axle was an old one when it was fitted to the carriage. The exact date when the axle was made was not known, but it is supposed to have been about 14 years in use.

The dimensions of the broken axle are $2\frac{3}{4}$ in. in the journal, which is 5 in. long, $3\frac{1}{2}$ in. thick in the wheel seat, and $4\frac{1}{4}$ in. thick above the shoulder of the wheel seat. It broke close to the shoulder in the wheel seat.

The fracture showed that it had been cracked to a depth of $\frac{1}{4}$ to $\frac{1}{2}$ of an inch all round for some time past. The quality of the iron, though good on the whole, was somewhat defective towards the centre of the axle, and the position of the old fracture being under the wheel prevented its defective state being ascertained without taking off the axles of the carriage.

There were no marks on the rails to indicate where the carriage left them, which it did shortly after the breaking of the axle. The axle and wheels did not separate from the carriage for some distance, when it would appear that the shaft of the axle, by striking the ballast, wrenched off the wheel and threw it to the north side of the line of rails, whilst the carriage went off on the south or right side. The horn plate of the carriage was bent, and eight or nine chairs were broken.

The permanent way does not appear to have been injured or disturbed in any other way. The marks of the wheels of the last carriage of the train (the axle of which was broken) were not visible on the ballast when I visited the spot; but with the exception of a few chairs and spikes, no part of the permanent way had been renewed.

I could not see the guard of the train who was in the last carriage when the accident happened; but the driver of the train stated that he felt a slight shock when the hind composite carriage left the rails, and on looking round, saw the ballast flying about, and immediately stopped the train, which he effected at about 250 yards from the spot where the axle broke.

The line on leaving Leith Station forms an S curve. The first part bends to the right hand or south, on a

radius of 600 feet, and the second portion, where the accident occurred, bends northwards on a radius of 1,900 feet. The rails are double-headed, most of the joints are fished, with a fish fitting round the bottom of the rail and fixed in a joint chair, which weighs about 47 lbs; the other joints are simply fixed in a joint chair, which weighs about 36 lbs; the intermediate chairs, in which the rails are keyed with wooden keys, weigh about 26 lbs. each. The sleepers average about 3 feet apart, and the chairs, which appear to have been originally fastened to them with trenails, are now in general secured with spikes. The gauge of the rails was uniform, and the elevation of the exterior rail of the curve where the accident occurred was about 3 inches above the inside rail. I can attribute the fracture of the axle to no other cause than its defective state, consequent on long use and its being of lighter construction than is now considered desirable for passenger carriages. The state of the permanent way is not satisfactory as regards the joints of the rails. The fish joint used on the Leith and Portobello Branch is not the best description and requires tightening; it not only allows lateral play, but also acts as a lever to raise the end of the rail upon which the engine and train is advancing, whilst the end of the rail upon which the engine is travelling is depressed. I noticed the difference of elevation and depression between the ends of two rails close to a small under bridge leading out on the beach to be at least one inch, as the engine travelled along the line.

The system of adopting joint chairs only in one place, and joint chairs with fishes in others, appears objectionable, and I would suggest the adoption of the fish plates at each side of the rail, fastened by four bolts and suspended between the sleepers for the future.

As in most cases one rail projects laterally full $\frac{1}{2}$ an inch beyond the other at the joints, I would recommend that the Leith and Portobello Branch of the North British Railway be generally adjusted.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

J. H. Rich,
Capt. RE.

SOUTH WALES RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 23d May 1862.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the [Great Western] [South Wales] Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to enquire into the circumstances connected with the accident which occurred to a passenger train on the 19th ultimo at the Lydney Station of the South Wales Railway.

I am, &c.

JAMES BOOTH.

*The Secretary of the
Great Western
Railway Company.
The Secretary of the
South Wales
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 15th May, 1862.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred at Lydney Station on the South Wales division of the Great Western Railway, from an up express train

getting off the rails on the 19th ultimo, when one passenger (Mr. Bennett) was killed, three others were either bruised or injured, and the driver and fireman, Thomas Henry and Seth Bartlett, were seriously injured, but are now understood to be progressing favourably towards recovery.

Lydney Station is situated $19\frac{1}{4}$ miles from Gloucester and 8 miles from Chepstow. At the west end of the station the railway is crossed on the level by a double line of the Severn and Wye Tramway, and also by a public carriage road, and within a few yards of this public road crossing, but still further to the west, the line passes by a timber trussed wooden viaduct over the Lydney Canal and Road. About 52 feet west of this viaduct there is an occupation under-bridge, over Alloways Canal and Tramway, of 19 feet 9 inches span, which is constructed of one central and two outside trussed beams, the centre trussed beam carrying half of the loads of the up and down lines of railway. The rails are laid across 8-inch transverse planking, held up by channel irons suspended from the trussed beams. The north rail of the up line on this bridge has a $2\frac{1}{2}$ -inch plank placed longitudinally under it, so as to give the necessary cant of the rail at the outside of the curve, but the south rail is laid on packing, which rests directly on the transverse planking. The length of the transverse bearings of these 8-inch planks is 13 feet 8 inches.

The viaduct consists of three openings respectively of 19 feet 6 inches, 30 feet 6 inches, and 29 feet, and it is of similar construction to the under-bridge just described, having two outside and one centre trussed beam. The weight of the roadway on the viaduct is also carried by 8-inch planking, supported on tie beams over the two western openings, and by channel iron suspended from the trussed beams over the eastern opening; but it differs from the construction of the bridge over Alloways Canal and Tramway, as the weight of the engine, &c. is distributed over a larger surface by means of longitudinal timbers placed under each rail, rendering this viaduct much stiffer than the occupation bridge, where the wheels successively bear upon each 8-inch plank.

To enable the line to be carried over these canals, and to cross the road and tramway on a level, Lydney Station is approached from the west on a curve of 80 chains radius, and on a rising gradient of 1 in 107 for a length rather exceeding 100 yards to the west side of the occupation bridge over Alloways Canal and tramway. This gradient is followed by a rising gradient of 1 in 300 for a length of 27 yards to the west end of the viaduct, and then the line begins to fall 1 in 108 for a length of about 116 feet up to the tramway crossing, and after that it falls more gradually 1 in 219.

This portion of the Company's line was opened for public traffic in the year 1851, and during the summer of 1861, 7 out of the 15 transverse 8-inch planks which carry the roadway over Alloways Canal and Tramway were replaced by new ones, and some repairs were also effected to the viaduct, including new longitudinal sleepers 6½ or 7 inches deep, placed under the rails, but the condition of both these structures is decidedly unsatisfactory and probably unsafe, as the old planking is more or less decayed, and an auger was thrust a long way up the north trussed beam close to the west abutment of the bridge over Alloways Canal and Tramway. The deflection observed in the middle of one of the transverse planks at the same bridge by a train passing over it was 1½ inch, while the deflection under the south trussed beam, under the channel iron, only 7 feet 2 inches from the west abutment, was ½ inch.

The 8-inch planking of this bridge is laid level with the wall plates, and the ordinary longitudinal timbers which carry the railway east of the wall plate are scarfed down upon the wall plate for a length of about 6 inches and 3 inches in depth; and, contrary to the practice usually adopted on the broad-gauge system of railways, the joints of the rails occur opposite to each other, and immediately over and at the end of the longitudinal timbers.

The circumstances connected with the accident, as far as they can be ascertained with certainty, are, that at the 8.15 a.m. express train, consisting of engine and tender and 3 carriages, viz., a first-class, second-class and a composite carriage, were passing along the viaduct over the Lydney Canal, the engine wholly or partly got off the rails on the north or out side of the curve, and after running a few feet it first came in contact with the wood-work and rails of the tramway, and then with the up platform, tearing up the wooden coping and the greater portion of the brick-work for its whole length (230 feet), with the exception of 20 or 30 feet in the centre, and after passing beyond the eastern end of the platform the engine ran down a low bank, across some sidings, and was apparently in the act of turning round when it fell over on its right side, with the tender still attached, but altogether separated from the carriages. The driver was found, amidst burning coke and scalding water, under the engine. He had a rib fractured, and was badly burnt. The fireman was pitched off the tender, and was also badly scalded and bruised. It is not clear whereabouts the leading carriages got off the road, or where they became detached from the tender, but when the engine and tender ran down the bank to the left, the two leading carriages turned obliquely off to the right towards the down line,

and the leading carriage, a second-class, ran against the side of a small wooden goods shed, and knocked down the corner post and a portion of the boarded side walls, and when it stopped, it stood across the down line under the debris of the goods shed. The right-hand corner of the leading compartment of this carriage was broken in, and the glass smashed, the right-hand corner of the rear compartment was also broken in, and the top damaged, and the middle compartment on the same side was also damaged. The deceased Mr. Bennett is said to have been riding in the leading compartment of this carriage, and to have been thrown or to have dropped out when the right-hand corner was smashed in, and then some of the wheels passed over and nearly cut off one of his legs. He was also wounded in the head, and he did not survive above three quarters of an hour. The following carriage, a first-class, also got off the rails, and ran some 60 feet further to the east, and finally stopped and stood across the down line. The left-hand corner of this carriage had the glass of the window broken, and the right-hand near corner was also damaged. The last carriage in the train, a composite carriage, did not get off the rails, and I understand that some of the passengers in it scarcely knew that an accident had occurred.

The engine-driver states that he left Newport at 1.20 p.m., the proper hour, at which time, as far as he knew, his engine was all right. He stopped at Chepstow at 1.43, and left at 1.46, and he was running quite steadily and to keep his time, and felt nothing unusual, coming along very comfortably, as near as he could say, at about forty-five miles an hour, until he got to the bridge over Alloways Canal and Tramway, where he found an oscillation of the engine; an up and down, and not a side oscillation, so that he could not say that it was more on one side than on the other; and he thought the oscillation was occasioned by one of the springs of the engine having broken; that he was standing on the right-hand side of the engine, and meant to look over on that side, and he shut the regulator, and was in the act of looking over the side, to see if the spring had broken, but he had not time to do so before the engine struck the platform, and he and his fireman were both knocked backwards on to the tender. He felt that the engine was grinding along the platform; but he could not state whether it was lifted up on one side when it got to the platform or not. The fireman concurred in the driver's statement.

The signalman, who was standing at the level crossing, says that as the train passed off the east end of the viaduct, he saw that the leading wheels of the engine were off the rails, but he did not notice whether any other wheels were off; he also saw the engine run against the up-platform, but does not think the carriages were off before the engine ran down the bank to the left. He also states that the train was not travelling faster than usual. A passenger in the same train told me that he was certain the carriages were off as they passed the platform. When the line was examined after the accident, which occurred a few minutes past 2 o'clock p.m. a mark was traced on the top of the left hand or north rail, 9 feet from the east joint of a 15-foot rail, and 6 or 7 feet west of the east abutment of the viaduct over the Lydney Canal. A portion of this rail had slightly laminated on the inside at this joint for a length of about 21 inches, and the ganger informed me that he had chipped off a portion of the laminated rail after the accident occurred. There was no indentation on this rail, only a mark; but about 8 or 9 feet east of the joint where the rail had laminated there was another joint, where there was a cut in the rail made by the sharp flange of a wheel as it mounted the rail. The forward rail at this joint, the one thus marked, projected slightly inwards, so as not quite to form a fair joint, and it was well calculated to aid the sharp flange of a wheel in mounting the rail; the gauge of the rail was generally half an inch slack, as is usual on many lines on a curve; and the ganger

stated that the cant or super-elevation of the outside rail was 1½ inch at the spot where the first mark was traced, the cant further back being 2½ inches, and this cant was in process of being gradually diminished in order to pass the line across the tramway.

The engine, the "Leopard," which drew the train, was one of the regular passenger engines belonging to the Great Western Railway Company, who have for a number of years found the locomotive power and rolling stock for working the South Wales Railway before the two undertakings merged into one. The "Leopard" is a six-wheeled engine, with the leading and trailing wheels of four feet diameter, and the driving wheels of seven feet diameter, having 16-inch cylinders, 20-inches stroke, and with outside bearings, the leading axles having journals 8 inches long and 3½ inches in diameter, the wheels being keyed on to the axle from the outside by a single key; the distance between the centres of the leading and driving and the driving and trailing wheels being in each case 6 feet 7 inches. The weights on the several wheels of the engine, which all have flanges on them, being—

	Tons.	Cwt.
On the leading	- 8	4
„ driving	- 12	6
„ trailing	- 5	0
Total	- 25	10, with

5 cwt. of coke and 7½ inches of water in the gauge-glass.

The "Leopard" was thoroughly repaired at the end of 1858, and it has been in the shop for slight repairs in December 1859 and in January and August 1861. It is stated to have been in thorough repair at the time of the accident. The leading axle was new in 1858; it was made at Swindon of the best scrap iron, and had run about 80,000 miles.

After the accident occurred, the leading axle was found broken in the journals on each side close to the boss of the wheel, and the two fractures are perfectly clean, and show no symptoms of any previous fracture or flaw, and are described as being those of a rich, hard iron. The crystals are somewhat large, but this is considered to be one of the effects which can be traced on axles that have run any distance on railways.

The right hand journal was picked up about 70 yards from the first mark on the rails; the left-hand journal was found within about 17 yards of the spot where the engine and tender lay, which was 140 yards from the first mark on the rail, and about 190 yards from the bridge over Alloway's Canal and Tramway.

The engine and tender were greatly damaged, but both the leading springs and the left driving and right trailing springs were sound. The right driving spring had every plate broken, probably by falling over on the right side, and the left trailing spring was broken by coming in contact with the tender; the after part of the left frame was broken off between the driving and trailing wheels. The right axle box was broken, and the brasses indicate that it is probable the axle broke in the left journal before it broke in the right journal. I did not see the left axle box or its brasses; but the whole of the damage to the engine and tender may, without question, be set down as the effects and not the cause of the accident, with the exception of the fractured leading axle, about which differences of opinion may possibly exist.

If the evidence of the engine driver be relied on, it is impossible to consider the fracture of the leading axle as the result of the accident, but it must be set down as the cause; and that evidence directly points to that portion of the line where the fracture of an axle, if it was to break, was most likely to happen, viz., to the wooden trussed bridge over Alloway's Canal and Tramway. I watched the passage of several trains over that bridge, and it was apparent that when the driving wheels of the engine had got to and passed over the centre of the bridge, and as the leading wheels were approaching the wall plate, the end of the rails resting on the wall plate as a fulcrum were actually lifted upwards; and as the leading wheels reached the end of the rail it not only dropped down the half inch nearly which the rail laid on the longitudinal sleeper was lower than the rail which spans the bridge, when in a state of rest, but also the amount which the rail was lifted up, and the additional amount which the next rail sunk when the weight came on it, in consequence of the longitudinal sleeper not being properly packed close to the wall plate, and the effect of this thumping process had been to split the longitudinal sleeper for a length of about 12 inches from the wall plate, thus constituting the joint next to the bridge a bad joint. If the engine driver's statement be admitted to be correct, the leading axle was probably fractured at this spot, and the engine continued to run on until it got on to the viaduct, and there the leading wheels of the engine, relieved from all weight, mounted the rails just before the end of the viaduct was reached, when the cant had been sensibly diminished, and they were probably followed by the leading wheels of the engine at the joint where the marks were traced of some wheel having mounted.

I think this is more probable than that the engine got off the rails before the leading axle was broken. But whether the broken axle was the cause or the result of the accident, it is necessary that the Directors of the Company should have their attention called to the state of the works and permanent way at Lydney Station. The wooden trussed bridge and viaduct should be replaced by more permanent and less objectionable structures. Wooden bridges, similarly constructed to the occupation bridge, are, in my opinion, not free from objections, even when new, as the absence of longitudinal timbers allows the whole weight on the driving wheels to press directly upon each of the 8-inch planks in succession; but they are actually dangerous when the woodwork decays. The Company's management have to a certain extent admitted Lydney to be a dangerous portion of their line to be passed at full speed, which with this train would be somewhere near 50 miles an hour, by appointing it to stop at Lydney Station; and it would be highly desirable if arrangements could be made by which the crossing of the Severn and Wye Tramway on the level could entirely be done away with.

In returning from Lydney I looked at the place where a portion of the same up express train got off the rails near to Gloucester Station, on the day I made my inquiry at Lydney, and although I was not directed to inquire into the circumstances, I think it right that the attention of the Company's executive should be called to the condition of the permanent way in that locality. It was not in good order.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col. R.E.

RAILWAY, &c. BILLS.

RETURN to an Address of the Honourable The House of Commons,
dated 8th April 1862;—*for*,

A “**RETURN** of the **EXPENSES** incurred by each **RAILWAY**, **GAS**, and **WATER COMPANY**, in Promoting or Opposing **BILLS** before **PARLIAMENT** in each Year, from the Year 1855 to 1861, both inclusive ; specifying, in different Columns, the Expenses incurred in Prosecuting or Opposing Bills.”

(Colonel Wilson Patten.)

Ordered, by The House of Commons, to be Printed,
23 July 1862.

RETURN of the EXPENSES incurred by each RAILWAY, GAS, and WATER COMPANY in Promoting or Opposing BILLS before PARLIAMENT in each Year, from the Year 1855 to 1861, both inclusive; specifying, in different Columns, the Expenses incurred in Prosecuting or Opposing Bills.

RAILWAY COMPANIES.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL.					
		£.	s.	d.	£.	s.	d.
Aberdare Valley Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	—			—		
	1859 -						
	1860 -						
	1861 -						
Aberdeen and Turriff Railway Company - -	1855 -	905	9	7	-	-	-
	1856 -	1,101	18	-	-	-	-
	1857 -	2	3	6	-	-	-
	1858 -	322	18	9	-	-	-
	1859 -	1,320	6	7	-	-	-
	1860 -	95	19	10	-	-	-
	1861 -	7	8	-	-	-	-
Abingdon Railway Company - - -	1855 -	1,429	15	1	-	-	-
	1856 -						
	1857 -						
	1858 -	—			—		
	1859 -						
	1860 -						
	1861 -						
Alford Valley Railway Company - - -	1855 -	—			—		
	1856 -	4,181	11	8	1,362	15	10
	1857 -	48	13	-	-	-	-
	1858 -	3	17	11	-	-	-
	1859 -	1,049	-	11	-	-	-
	1860 -	6	6	-	-	-	-
	1861 -	200	-	-	-	-	-
Alton, Alresford, and Winchester Railway Company.	1855 -						
	1856 -						
	1857 -						
	1858 -	—			—		
	1859 -						
	1860 -						
	1861 -	894	2	-	—		
Alva Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	—			—		
	1859 -						
	1860 -						
	1861 -	785	19	6	-	-	-
Alyth Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	829	-	-	-	-	-
	1859 -						
	1860 -						
	1861 -						

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Arbroath and Forfar Railway Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Athenry and Ennis Junction Railway Company -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Athenry and Tuam Railway Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Aylesbury and Buckingham Railway Company -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Ayr and Maybole Junction Railway Company -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Bagenalstown and Wexford Railway Company -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Ballymena and Portrush Railway Company -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Banbridge Extension Railway Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Banbridge Junction Railway Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Banbridge, Lisburn, and Belfast Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	3,284	10	11	-	-	-
	1859	-	-	-	-	-	-
	1860	372	-	-	-	-	-
	1861	-	-	-	-	-	-
Banff, Macduff, and Turriff Extension Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	1,405	2	1	-	-	-
	1858	227	5	-	-	-	-
	1859	2,205	15	8	-	-	-
	1860	39	3	6	-	-	-
	1861	-	-	-	-	-	-
Banff, Portsoy, and Strathiala Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	3,038	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Barnsley Coal Railway Company - - - (This Company obtained their Bill in 1861).	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	5,841	13	11	-	-	-
Bedford and Cambridge Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	9,458	-	-	-	-	-
	1860	8,495	-	-	-	-	-
	1861	-	-	-	-	-	-
Belfast and Northern Counties Railway Company (late Belfast and Ballymena).	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	828	-	-	-	-	-
	1861	-	-	-	538	-	-
Belfast, Holywood, and Bangor Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	2,259	2	7	-	-	-
	1861	-	-	-	-	-	-
Bideford Extension Railway Company - - -	1855	{ Total expenses of obtaining Act of Parliament for making this Rail- way, including opposition - - }					2,519 11 3
	1856						
	1857						
	1858						
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Birmingham, Wolverhampton, and Stour Valley Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Bishop's Castle Railway Company - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	3,915	13	0	1,293	7	5	5,209	1	2
Bishop Stortford, Dunmow, and Braintree Railway Company.	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	The Act of Incorporation was obtained in 1861, the cost of which has not yet been rendered, and no portion thereof paid. No Bill has been opposed.								
Blackpool and Lytham Railway Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	2,782	12	10*	-	-	-	2,782	12	10
* Paid for preliminary and Parliamentary expenses, including engineering, surveying, and all incidental charges.										
Blane Valley Railway Company - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	700	-	-	-	-	-	700	-	-
	1861	1,500	-	-	-	-	-	1,500	-	-
Blyth and Tyne Railway Company - - -	1855	62	-	-	-	-	-	62	-	-
	1856	2,775	-	-	-	-	-	2,775	-	-
	1857	4,200	-	-	-	-	-	4,200	-	-
	1858	18	-	-	-	-	-	18	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	3,645	-	-	-	-	-	3,645	-	-
Bodmin and Wadebridge Railway Company -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Boston, Sleaford, and Midland Counties Railway Company.	1855	This Company has not paid any expenses in connexion with the promotion of, or opposition to, Bills in Parliament, since those relating to the obtaining of their Act of Incorporation in the Session of 1853.								
	1856									
	1857									
	1858									
	1859									
	1860									
	1861									
Bourne and Essendine Railway Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	311	16	-	-	-	-	311	16	-
	1857	1,042	15	-	-	-	-	1,042	15	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Bourton-on-the-Water Railway Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.		In Opposing Bills.		TOTAL.	
		£.	s. d.	£.	s. d.	£.	s. d.
Bradford, Wakefield and Leeds Railway Company	1855	1,818	- -	-	- -	1,818	- -
		(incurred in 1854, paid in 1855.)					
	1856	100	- -	-	- -	100	- -
	1857	-	- -	-	- -	-	- -
	1858	100	- -	-	- -	100	- -
	1859	993	11 6	92	- -	1,085	11 6
	1860	1,795	- -	816	- -	2,611	- -
	1861	1,192	5 10	26	11 6	1,218	17 4
Brecon and Merthyr Tydfil Junction Railway Company.	1855	-	- -	-	- -	-	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	2,100	5 9	-	- -	2,100	5 9
	1860	723	4 6	-	- -	723	4 6
	1861	2,318	17 -	-	- -	2,318	17 -
Bridport Railway Company - - -	1855	777	- -	-	- -	777	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	560	- -	-	- -	560	- -
	1860	-	- -	-	- -	-	- -
	1861	-	- -	-	- -	-	- -
Bristol and Exeter Railway Company - -	1855	4,480	11 2	-	- -	4,480	11 2
	1856	42	19 6	-	- -	42	19 6
	1857	44	8 4	-	- -	44	8 4
	1858	24	2 8	-	- -	24	2 8
	1859	142	10 2	40	- 10	182	11 -
	1860	902	19 -	45	- 3	947	19 3
	1861	204	16 10	4,767	11 4	5,032	8 2
Bristol and South Wales Union Railway Company	1855	-	- -	-	- -	-	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	-	- -	-	- -	-	- -
	1860	-	- -	-	- -	-	- -
	1861	-	- -	-	- -	-	- -
Briton Ferry Floating Dock Company - -	1855	-	- -	-	- -	-	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	-	- -	-	- -	-	- -
	1860	-	- -	-	- -	-	- -
	1861	-	- -	-	- -	-	- -
Buckinghamshire Railway Company - - - (Leased to the London and North Western Railway.)	1855	-	- -	-	- -	-	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	-	- -	-	- -	-	- -
	1860	-	- -	-	- -	-	- -
	1861	-	- -	-	- -	-	- -
Buckley Railway Company - - -	1855	-	- -	-	- -	-	- -
	1856	-	- -	-	- -	-	- -
	1857	-	- -	-	- -	-	- -
	1858	-	- -	-	- -	-	- -
	1859	-	- -	-	- -	-	- -
	1860	3,155	4 10	-	- -	3,155	4 10
	1861	-	- -	-	- -	-	- -
Caledonian Railway Company - - -	1855	3,829	5 8	1,533	5 4	5,362	11 -
	1856	1,559	17 2	1,603	2 -	3,162	19 2
	1857	5,965	8 11	3,223	1 5	9,188	10 4
	1858	9,656	2 8	3,662	12 9	13,318	15 5
	1859	9,507	4 8	8,608	12 10	18,015	17 6
	1860	16,843	1 2	5,327	17 4	22,170	18 6
	1861	8,529	1 1	909	7 1	9,438	8 2

No separate accounts kept under these heads. Legal, Parliamentary, and conveyancing expenses and surveyors' charges are all classed under one heading in the accounts of this Company.

In consequence of the method adopted from the beginning of including in one total all the legal expenses, both for the Parliamentary and the general business of the Company, the required information cannot be given.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Caledonian and Dumbartonshire Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	127	8	3
Calne Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Carlisle and Silloth Bay Railway and Dock Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Carmarthen and Cardigan Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Carrickfergus and Larne Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Castle Douglas and Dumfries Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Central Wales Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Central Wales Extension Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Chard and Taunton Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

RAILWAY COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Charing Cross Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -	7,405	4	6	-	-	-
	1860 -	3,980	-	-	-	-	-
	1861 -	4,514	10	6	-	-	-
Cheshire Midland Railway Company - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -	1,260	-	-	-	-	-
	1861 -	3,608	-	-	-	-	-
Chester and Holyhead Railway Company - - (Leased to the London and North Western Railway Company.)	1855 -						
	1856 -						
	1857 -						
	1858 -	2,559	-	-	-	-	-
	1859 -						
	1860 -						
	1861 -						
Cleveland Railway Company - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	13,054	7	10	-	-	-
	1859 -	9,804	-	1	-	-	-
	1860 -	1,295	5	4	-	-	-
	1861 -	10,872	18	9	-	-	-
Cockermouth and Workington Railway Company	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Cockermouth, Keswick and Penrith Railway Com- pany.	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -	3,635	10	3	-	-	-
Coleford, Monmouth, Usk and Pontypool Railway Company.	1855 -						
	1856 -						
	1857 -						
	1858 -	-	-	-	2	16	-
	1859 -						
	1860 -				75	5	-
	1861 -	1,016	15	5	132	11	1
Colne Valley and Halstead Railway Company -	1855 -						
	1856 -	3,965	16	8	-	-	-
	1857 -						
	1858 -						
	1859 -	2,403	12	8	2,040	-	-
	1860 -						
	1861 -	6,299	19	3	3,054	4	-
Coniston Railway Company - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						

RAILWAY COMPANIES—continued.

RAILWAY COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL.					
		£.	s.	d.	£.	s.	d.
		Bantry Extension Railway :					
Cork and Bandon Railway Company - -	1855 -	50	-	-	-	-	-
	1856 -	967	5	8	-	-	-
	1857 -	2,679	14	-	-	-	-
	1858 -	100	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Cork and Macroom Direct Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	6,700	-	-	6,000	-	-
Cork and Youghal Railway Company - -	1855 -	4,305	6	11	-	-	-
	1856 -	2,310	9	6	-	-	-
	1857 -	3,755	12	1	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	1,199	8	1	-	-	-
Cork, Blackrock and Passage Railway Company	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Cornwall Railway Company - - - -	1855 -	1,423	6	-	-	-	-
	1856 -	494	7	7	-	-	-
	1857 -	1,117	2	7	-	-	-
	1858 -	775	6	8	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	2,454	5	6	-	-	-
Cowes and Newport Railway Company - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	280	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Cromford and High Peak Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	1,756	14	-	-	-	-
	1857 -	325	1	11	-	-	-
	1858 -	218	13	6	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	896	18	6	-	-	-
Dartmouth and Torbay Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	2,292	11	2	-	-	-
	1858 -	488	3	4	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	2,558	13	3	-	-	-
Deeside Railway Company - - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	1,290	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Denbigh, Ruthin, and Corwen Railway Company	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	4,000 - -	- - -	4,000 - -
	1861	-	-	-
Disley and Hayfield Railway Company - -	1855	190 4 9	- - -	190 4 9
	1856	160 1 6	- - -	160 1 6
	1857	-	-	-
	1858	1,533 16 2	- - -	1,533 16 2
	1859	-	-	-
	1860	3,280 - -	- - -	3,280 - -
	1861	550 - -	60 - -	610 - -
Dowlais Branch Railway, and the Dowlais Extension Railway Company.	1855	1,399 - -	56 - -	1,455 - -
	1856	- - -	2 - -	2 - -
	1857	16 - -	346 - -	352 - -
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	- - -	255 - -	255 - -
Drumpeller Railway Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	- - -	870 9 8	870 9 8
Dublin and Antrim Junction Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	2,829 1 10	- - -	2,829 1 10
Dublin and Belfast Junction Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	- - -	1,350 - -	1,350 - -
	1858	- - -	48 - -	48 - -
	1859	-	-	-
	1860	-	-	-
	1861	- - -	553 - -	553 - -
Dublin and Drogheda Railway Company - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	- - -	1,307 14 8	1,307 14 8
	1859	762 17 -	- - -	762 17 -
	1860	752 10 -	- - -	752 10 -
	1861	1,500 - -	- - -	1,500 - -
Dublin and Kingstown Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	- - -	144 19 1	144 19 1
	1858	-	-	-
	1859	- - -	99 19 1	99 19 1
	1860	395 7 2	- - -	395 7 2
	1861	-	-	-
Dublin and Menth Railway Company - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	5,521 8 2	- - -	5,521 8 2
	1859	249 9 6	- - -	249 9 6
	1860	3,098 17 6	532 19 9	3,631 17 6
	1861	1,340 8 7	- - -	1,340 8 7

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Dublin, Wicklow, and Wexford Railway Company	1855	—	—	—
	1856	—	—	—
	1857	460 — —	— — —	460 — —
	1858	—	—	—
	1859	2,156 — —	— — —	2,156 — —
	1860	2,533 — —	— — —	2,533 — —
	1861	2,853 — —	— — —	2,853 — —
Dumfries, Lockmaben, and Locherbie Junction Railway Company.	1855	—	—	—
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	—	—	—
	1860	4,105 7 9	— — —	4,105 7 9
	1861	1,821 3 5	1,150 — —	2,971 3 5
Dunblane, Downe, and Callander Railway Com- pany.	1855	—	—	—
	1856	1,837 11 6	— — —	1,837 11 6
	1857	—	—	—
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	562 10 2	— — —	562 10 2
Dundalk and Enniskillen Railway Company	1855	1,282 — —	— — —	1,282 — —
	1856	344 — —	— — —	344 — —
	1857	1,327 — —	257 — —	1,584 — —
	1858	1,298 — —	— — —	1,298 — —
	1859	—	—	—
	1860	3,934 — —	561 — —	4,495 — —
	1861	600 — —	206 — —	806 — —
Dundee and Arbroath Railway Company	1855	404 1 —	405 14 10	809 15 10
	1856	—	—	—
	1857	—	—	—
	1858	31 13 8	— — —	31 13 8
	1859	—	—	—
	1860	—	—	—
	1861	—	—	—
Dundee and Newtyle Railway Company	1855	—	—	—
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	— — —	217 15 5	217 15 5
	1860	—	—	—
	1861	—	—	—
Dundee and Perth, and Aberdeen Railway Junction Company.	1855	1,380 19 3	— — —	1,380 19 3
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	2,012 3 11	585 18 8	2,598 2 7
	1860	—	—	—
	1861	— — —	6 10 —	6 10 —
East Anglian Railways Company	1855	—	—	—
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	—	—	—
Eastern Counties Railway Company	1855	321 10 11	121 2 6	442 13 5
	1856	3,837 12 9	5,851 2 9	9,688 15 6
	1857	1,031 15 9	304 8 2	1,336 3 11
	1858	553 16 3	264 16 7	818 12 10
	1859	— — —	3,898 3 8	3,898 3 8
	1860	— — —	2,861 14 9	2,861 14 9
	1861	20,448 14 —	8,383 2 7	28,831 16 7

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
East Somerset Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	3,971	-	-	-	-	-
	1857 -	1,810	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	1,803	-	-	-	-	-
	1861 -	-	-	-	-	-	-
East Suffolk Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	11,675	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	3,144	-	-	-	-	-
	1859 -	793	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	528	-	-	-	-	-
Eden Valley Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	2,028	10	1	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	200	4	1
Edenham Branch Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Edinburgh and Bathgate Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Edinburgh and Glasgow Railway Company -	1855 -	1,820	4	5	653	5	8
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	86	15	10
	1858 -	428	9	2	110	10	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	2,027	19	10
	1861 -	4,242	6	5	400	1	-
Edinburgh, Perth and Dundee Railway Company	1855 -	-	-	-	689	15	9
	1856 -	-	-	-	808	10	6
	1857 -	1,278	5	10	771	16	6
	1858 -	-	-	-	388	-	-
	1859 -	-	-	-	1,280	8	3
	1860 -	419	12	5	702	-	-
	1861 -	4,912	19	1	691	-	-
Ely Valley Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	3,169	1	11	-	-	-
	1858 -	1,049	7	6	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	1,482	3	5	-	-	-
	1861 -	-	-	-	-	-	-
Enniskillen and Bundoran Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL.					
		£.	s.	d.	£.	s.	d.
Epsom and Leatherhead Railway Company	1855	—	—	—	—	—	—
	1856	2,006	9	10	—	—	—
	1857	—	—	—	—	—	—
	1858	55	15	1	—	—	—
	1859	90	9	2	71	—	—
	1860	—	—	—	156	7	6
	1861	—	—	—	—	—	—
Exeter and Crediton Railway Company	1855	No expenses have been incurred in promoting and opposing Bills before Parliament during the years from 1855 to 1861, both inclusive.					
	1856						
	1857						
	1858						
	1859						
	1860						
	1861						
Exeter and Exmouth Railway Company	1855	2,436	19	7	—	—	—
	1856	—	—	—	—	—	—
	1857-58	1,146	11	2	—	—	—
	1858-59	1,535	17	—	—	—	—
	1859	—	—	—	—	—	—
	1860	551	11	2	—	—	—
	1861	—	—	—	—	—	—
Fife and Kinross Railway Company	1855	261	5	5	—	—	—
	1856	685	—	4	—	—	—
	1857	962	7	7	—	—	—
	1858	798	3	9	—	—	—
	1859	400	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	200	—	—	—	—	—
Findhorn Railway Company	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	708	12	8	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	45	3	—
Finn Valley Railway Company	1855	1,900 <i>l.</i> (for the Act incorporating the Company).					
	1856						
	1857						
	1858						
	1859						
	1860						
	1861						
Formartine and Buchan Railway Company	1855	—	—	—	—	—	—
	1856	7,193	12	4	799	4	6
	1857	5,663	4	4	620	4	9
	1858	9,358	4	1	1,039	16	—
	1859	6,160	11	2	684	10	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—
Frosterley and Stanhope Railway Company	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	750	9	4	—	—	—
Furness Railway Company	1855	1,309	9	2	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Garston and Liverpool Railway Company - -	1855	This Railway is not being constructed by a separate Company, but by the Manchester, Sheffield, and Lincolnshire and Great Northern Companies jointly; and as the expenses for obtaining the Act for the Line were borne by those Companies, the amount will be included in the returns to be furnished to the Board of Trade by them.					
	1856						
	1857						
	1858						
	1859						
	1860						
General Terminus and Glasgow Harbour Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	267	8	2
Glasgow and Milngavie Junction Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
Glasgow and South Western Railway Company -	1855	1,218	-	-	-	-	-
	1856	4,066	14	7	-	-	-
	1857	29	12	10	-	-	-
	1858	111	2	3	-	-	-
	1859	-	-	-	67	6	8
	1860	420	8	-	50	16	10
Glasgow, Dumbarton, and Helensburgh Railway Company.	1855	-	-	-	572	6	6
	1856	-	-	-	1,213	7	8
	1857	57	1	6	-	-	-
	1858	7,733	11	11	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	255	-	5
Gloucester and Dean Forest Railway Company -	1855	-	-	-	344	14	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
Great Northern Railway Company - - -	1855	1,572	-	-	1,523	-	-
	1856	400	-	-	379	-	-
	1857	3,049	-	-	1,199	-	-
	1858	5,897	-	-	4,040	-	-
	1859	1,977	-	-	3,798	-	-
	1860	10,186	-	-	5,702	-	-
Great North of England, Clarence, and Hartlepool Junction Railway Company.	1855	7,498	-	-	4,571	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
Great North of Scotland Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
Great North of Scotland Railway Company -	1855	8,576	16	-	-	-	-
	1856	1,377	1	8	-	-	-
	1857	1,522	1	6	-	-	-
	1858	664	17	7	-	-	-
	1859	1,741	16	3	-	-	-
	1860	-	-	-	-	-	-
Great North of Scotland Railway Company -	1855	1,520	8	2	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-

Including the charges for watching Bills affecting the interests of this Company.

This Company has not incurred any expenses, either in promoting or opposing Bills before Parliament.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Great Western Railway Company - - -	1855 -	298	-	-	12,460	-	-
	1856 -	-	-	-	11,123	-	-
	1857 -	-	-	-	3,200	-	-
	1858 -	3,024	-	-	3,034	-	-
	1859 -	3,150	-	-	1,445	-	-
	1860 -	1,983	-	-	5,860	-	-
	1861 -	16,000	-	-	24,000	-	-
N.B.—As some Bills relative to the above have not yet been rendered, the exact expenses incurred cannot at present be ascertained.							
Great Western and Brentford Railway Company	1855 -	4,147	9	5	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	403	8	5	533	15	3
	1858 -	326	8	11	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Hamilton and Strathaven Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	1,250	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	520	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Hampstead Junction Railway Company - -	1855 -	-	-	-	74	18	-
	1856 -	450	11	8	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	1,417	13	5	12	13	4
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
Solicitor's bills have not yet been rendered.							
Hayling Railway Company - - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-
This Company has not yet raised any capital, or incurred any expenses in promoting or opposing Bills.							
Henley-in-Arden Railway Company - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	702	2	-	-	-	-
Hereford, Hay, and Brecon Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	6,418	6	9	-	-	-
	1861 -	* 1,500	8	5	-	-	-
* This latter sum was paid on account only. The balance, amounting to a considerable sum, has only recently been paid (1862).							
Hereford, Ross, and Gloucester Railway Company	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Horncastle Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hull and Holderness Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Inverness and Aberdeen Junction Railway Company.	1855	-	-	-	-	-	-
	1856	2,837	-	-	-	-	-
	1857	472	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	1,380	-	-	-	-	-
	1861	1,045	-	-	101	-	-
Inverness and Perth Junction Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	2,284	-	-	-	-	-
Inverness and Ross-shire Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	1,018	-	-	-	-	-
	1861	-	-	-	-	-	-
Iwerury and Old Meldrum Junction Railway Company.	1855	260	-	-	-	-	-
	1856	354	1	2	-	-	-
	1857	-	-	-	-	-	-
	1858	136	18	6	-	-	-
	1859	92	1	7½	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Irish South Eastern Railway Company ° - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	131	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Isle of Wight Eastern Junction Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	1,078	7	-	-	-	-
	1860	2,406	4	11	-	-	-
	1861	-	-	-	-	-	-
Keith and Dufftown Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	289	5	5	-	-	-
	1858	480	4	3	-	-	-
	1859	419	5	4	-	-	-
	1860	1,380	2	3	-	-	-
	1861	1,036	9	11	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Kent Coast Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	4,985	-	-	-	-	-
	1859	4,385	-	-	-	-	-
	1860	546	-	-	-	-	-
	1861	3,147	-	-	-	-	-
Kilkenny Junction Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	3,500	-	-	-	-	-
	1861	3,000	-	-	-	-	-
Kilmarnock and Troon Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Edinburgh, Perth, and Dundee Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	400	-	-	-	-	-
	1858	556	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	338	17	-	-	-	-
	1861	657	-	2	-	-	-
Kirkcudbright Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	2,632	9	8	-	-	-
Knighton Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	150	-	-	-	-	-
	1859	1,860	-	-	-	-	-
	1860	25	-	-	-	-	-
	1861	-	-	-	-	-	-
Lancashire and Yorkshire Railway Company -	1855	-	-	-	365	11	3
	1856	-	-	-	957	6	-
	1857	-	-	-	3,728	15	9
	1858	12,081	4	8	4,701	2	6
	1859	11,633	1	4	3,536	13	5
	1860	516	19	7	9,991	5	5
	1861	24,539	15	8	16,344	5	5
Lancaster and Carlisle Railway Company -	1855	-	-	-	1,333	4	11
	1856	-	-	-	3,989	9	-
	1857	9,061	13	9	706	8	3
	1858	3,066	7	8	1,570	18	8
	1859	3,070	16	6	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Leeds, Bradford and Halifax Junction Railway Company.	1855	768	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	1,307	-	-	305	-	-
	1860	555	-	-	-	-	-
	1861	2,000	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Leominster and Kington Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	333 8 -	- - -	333 8 -
	1860	-	-	-
	1861	-	-	-
Leslie Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	2,116 3 -	- - -	2,116 3 -
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Letterkenny Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	3,680 1 0	1,240 1 -	4,920 2 0
	1861	-	-	-
Leven and East of Fife Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Limerick and Castleconnell Railway Company -	1855	1,223 - -	- - -	1,223 - -
	1856	-	-	-
	1857	-	-	-
	1858	2,363 - -	- - -	2,363 - -
	1859	-	-	-
	1860	2,345 - -	- - -	2,345 - -
	1861	-	-	-
Limerick and Ennis Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	710 - -	- - -	710 - -
	1861	-	-	-
Limerick and Foynes Railway Company -	1855	750 - -	- - -	750 - -
	1856	-	-	-
	1857	-	-	-
	1858	750 - -	- - -	750 - -
	1859	-	-	-
	1860	-	-	-
	1861	765 6 10	- - -	765 6 10
Liskeard and Caradon Railway Company -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	1,378 17 9	- - -	1,378 17 9
	1861	-	-	-
Liskeard and Looe Union Canal Railway Company	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	1,575 8 3	- - -	1,575 8 3
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Llanolloy Railway and Dock Company - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	900 16 4	- - -	900 16 4
	1861 -	-	-	-
Llangollen and Corwen Railway Company -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Llantrissant and Tuff Vale Junction Railway Company.	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	2,778 9 9	- - -	2,778 9 9
Llynvi Valley Railway Company - - -	1855 -	2,276 10 11	- - -	2,276 10 11
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	458 18 5	- - -	458 18 5
	1860 -	-	-	-
	1861 -	-	-	-
London and Blackwall Railway Company - -	1855 -	544 10 2	- - -	544 10 2
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	6 6 -	- - -	6 6 -
	1859 -	-	-	-
	1860 -	3,130 5 3	252 14 9	3,383 - -
	1861 -	-	-	-
London and Greenock Railway Company - - (Leased to the South Eastern Railway Company).	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
London and North Western Railway Company -	1855 -	5,983 - -	1,747 - -	7,730 - -
	1856 -	5,141 - -	3,463 - -	8,603 - -
	1857 -	7,178 - -	2,300 - -	9,478 - -
	1858 -	21,069 - -	15,941 - -	37,010 - -
	1859 -	43,265 - -	10,705 - -	53,970 - -
	1860 -	23,390 - -	7,102 - -	30,591 - -
	1861 -	The Bills for the year 1861 are not yet delivered in full; a complete return cannot therefore be made at present.		
London and South Western Railway Company -	1855 -	7,067 14 3	204 9 10	7,362 4 1
	1856 -	7,172 8 11	584 14 4	7,757 3 3
	1857 -	3,440 9 9	6,335 18 2	9,776 7 11
	1858 -	3,436 2 2	6,060 13 2	9,496 15 4
	1859 -	5,547 14 6	8,696 9 1	14,244 3 7
	1860 -	3,267 11 2	4,821 7 5	8,088 18 7
	1861 -	- - -	* 3,857 6 4	3,857 6 4
London, Brighton and South Coast Railway Company.	1855 -	- - -	412 11 4	412 11 4
	1856 -	- - -	930 3 6	930 3 6
	1857 -	- - -	3,563 4 8	3,563 4 8
	1858 -	10,726 7 3	1,404 8 8	12,220 15 11
	1859 -	6,223 1 1	5,994 2 9	12,217 3 10
	1860 -	6,295 7 2	12,378 15 -	18,674 2 2
	1861 -	- - -	1,223 19 8	1,223 19 8

* The accounts in respect of this year are not yet fully rendered; but so far as they are completed, the above figures show the result; they will probably be 2,000 l. to 2,500 l. more.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
London, Tilbury, and Southend Railway Company	1855	—	—	—
	1856	800 — —	— — —	800 — —
	1857	541 2 10	— — —	541 2 10
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	—	—	—
Londonderry and Coleraine Railway Company	1855	422 10 —	— — —	422 10 —
	1856	—	—	—
	1857	—	—	—
	1858	78 7 11	— — —	78 7 11
	1859	758 15 10	— — —	758 15 10
	1860	172 17 6	— — —	172 17 6
	1861	705 15 3	— — —	705 15 3
London, Chatham, and Dover Railway Company	1855	959 — —	— — —	959 — —
	1856	3,549 — —	— — —	3,549 — —
	1857	6,406 — —	240 — —	6,646 — —
	1858	18,460 — —	— — —	18,460 — —
	1859	7,993 — —	— — —	7,993 — —
	1860	48,143 — —	3,160 — —	51,303 — —
	1861	37,115 — —	695 — —	37,810 — —
Londonderry and Enniskillen Railway Company	1855	—	—	—
	1856	487 5 —	— — —	487 5 —
	1857	— — —	110 — —	110 — —
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	—	—	—
Ludlow and Clee Hill Railway Company	1855	—	—	—
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	1,408 17 5	— — —	1,408 17 5
Lymington Railway Company	1855	410 — —	— — —	410 — —
	1856	1,352 — —	— — —	1,352 — —
	1857	—	—	—
	1858	129 — —	— — —	129 — —
	1859	577 — —	— — —	577 — —
	1860	—	—	—
	1861	—	—	—
Lynn and Sutton Bridge Railway Company	1855	—	—	—
	1856	—	—	—
	1857	—	—	—
	1858	—	—	—
	1859	—	—	—
	1860	—	—	—
	1861	—	—	—
Manchester, Brixton, Matlock, and Midland Junction Railway Company.	1855	The accounts for expenses incurred in promoting their Bill last Session in Parliament have not yet been rendered.		
	1856			
	1857			
	1858			
	1859			
	1860			
	1861			
Manchester, Sheffield, and Lincolnshire Railway Company.	1855	3,818 — —	1,417 — —	5,235 — —
	1856	2,327 — —	— — —	2,327 — —
	1857	1,063 — —	69 — —	1,132 — —
	1858	5,806 — —	2,762 — —	8,568 — —
	1859	7,243 — —	222 — —	7,465 — —
	1860	1,036 — —	1,849 — —	2,885 — —
	1861	6,384 — —	970 — —	7,354 — —

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Manchester, South Junction, and Altrincham Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	112	-	-
	1858	2,817	-	-	-	-	-
	1859	-	-	-	446	-	-
	1860	-	-	-	1,129	-	-
	1861	-	-	-	470	-	-
Marple, New Mills, and Hayfield Junction Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	2,990	-	-	937	-	-
	1861	900	-	-	111	-	-
Maryport and Carlisle Railway Company -	1855	1,539	-	-	6,413	-	-
	1856	-	-	-	4,308	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	1,656	-	-
Maybole and Girvan Railway Company -	1855	-	-	-	-	-	-
	1856	3,243	13	11	-	-	-
	1857	221	1	-	-	-	-
	1858	-	-	-	-	-	-
	1859	264	19	1	-	-	-
	1860	992	1	8	-	-	-
	1861	73	10	-	-	-	-
Merthyr, Trodegar, and Abergavenny Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	7,789	11	7	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Metropolitan Railway Company -	1855	971	-	-	3	-	-
	1856	1,365	-	-	-	-	-
	1857	182	-	-	-	-	-
	1858	936	-	-	-	-	-
	1859	1,666	-	-	-	-	-
	1860	2,070	-	-	257	-	-
	1861	2,109	-	-	37	-	-
Mid Kent (Bromley to St. Mary Cray) Railway Company.	1855	-	-	-	-	-	-
	1856	3,406	-	-	123	-	-
	1857	465	-	-	1,516	-	-
	1858	2,293	-	-	567	-	-
	1859	-	-	-	2,660	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	2,726	-	-
Midland Railway Company -	1855	-	-	-	338	-	-
	1856	893	-	-	2,134	-	-
	1857	10	-	-	2,731	-	-
	1858	913	-	-	3,268	-	-
	1859	8,622	-	-	4,960	-	-
	1860	16,077	-	-	2,669	-	-
	1861	14,058	-	-	2,578	-	-
Midland Counties and Shannon Junction Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

Act of Incorporation got this year; expenses not yet ascertained.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Mold and Denbigh Junction Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	3,814	10	11	-	-	-
Monkland Railways Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	7,905	19	11	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	8,045	11	11	3,477	8	10
	1861	-	-	-	2,064	18	6
Monmouthshire Railway Company - - -	1855	1,102	-	-	24	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	417	-	-
	1860	-	-	-	487	-	-
	1861	5,255	-	-	91	-	-
Morayshire Railway Company - - - -	1855	188	11	-	-	-	-
	1856	307	7	7	-	-	-
	1857	369	17	10	-	-	-
	1858	389	7	2	-	-	-
	1859	220	16	4	-	-	-
	1860	2,465	17	8	-	-	-
	1861	2,605	3	1	822	6	7
Nantwich and Market Drayton Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	599	10	9	-	-	-
Newcastle-upon-Tyne and Carlisle Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	1,816	8	6
	1861	-	-	-	915	18	4
Newmarket Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Newry and Armagh Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	3,883	2	8	-	-	-
	1858	1,007	10	6	-	-	-
	1859	2,253	3	9	-	-	-
	1860	250	-	-	-	-	-
	1861	-	-	-	170	8	10
Newry, Warrenpoint, and Rostrevor Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	1,090	19	6	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	172	3	5
	1860	997	19	5	-	-	-
	1861	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Norfolk Railway Company - - - -	1855 -	—	—	—
	1856 -	764 - -	823 - -	1,587 - -
	1857 -	228 - -	43 - -	266 - -
	1858 -	102 - -	377 - -	479 - -
	1859 -	—	—	—
	1860 -			
	1861 -			
North and South Western Junction Railway Company.	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
North British Railway Company - - - -	1855 -	- - -	706 16 8	706 16 8
	1856 -	728 19 4	- - -	728 19 4
	1857 -	- - -	2,345 13 -	2,345 13 -
	1858 -	9,836 14 3	5,024 4 4	14,860 18 7
	1859 -	10,657 11 6	2,903 12 3	13,561 3 9
	1860 -	8,563 14 -	7,902 9 9	16,466 3 9
	1861 -	10,673 18 7	5,082 2 2	15,756 - 9
North Devon Railway and Dock Company -	1855 -	- - -	7 18 3	7 18 3
	1856 -	—	—	—
	1857 -			
	1858 -			
	1859 -			
	1860 -	7 12 6	- - -	7 12 6
	1861 -	26 12 10	- - -	26 12 10
North London Railway Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -	1,256 - -	777 - -	1,033 - -
	1861 -	12,534 - -	- - -	12,534 - -
North Staffordshire Railway Company - -	1855 -	3,787 - -	51 - -	3,838 - -
	1856 -	1,096 - -	336 - -	4,432 - -
	1857 -	1,003 - -	- - -	1,003 - -
	1858 -	491 - -	101 - -	692 - -
	1859 -	3,354 - -	4,250 - -	7,604 - -
	1860 -	626 - -	542 - -	1,168 - -
	1861 -	- - -	181 - -	181 - -
North Union Railway Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
North Western Railway Company - - - -	1855 -	292 16 1	- - -	292 16 1
	1856 -	4,696 19 9	- - -	4,696 19 9
	1857 -	7,506 11 1	904 6 10	8,410 17 11
	1858 -	68 7 10	- - -	68 7 10
	1859 -	1,934 10 11	- - -	1,934 10 11
	1860 -	—	—	—
	1861 -			
Nottingham and Grantham Railway and Canal Company.	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -	720 - -	- - -	720 - -
	1861 -	- - -	9 3 -	9 3 -

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL.					
		£.	s.	d.	£.	s.	d.
Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	4,370	-	-	-	-	-
	1859	1,234	-	-	-	-	-
	1860	1,193	-	-	-	-	-
	1861	700	-	-	-	-	-
Oswestry, Ellesmere, and Whitechurch Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Estimated at 15,000 <i>l.</i> , the cost for a portion of the scheme not yet being concluded.							
Parsonstown and Portumna Bridge Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	2,151	15	11	-	-	-
Peebles Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	12	10	4	17	19	6
Pembroke and Tenby Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Penarth Harbour, Dock, and Railway Company	1855	-	-	-	-	-	-
	1856	7,199	-	-	-	-	-
	1857	5,158	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	260	-	-	-	-	-
Other expenses have been incurred by this Company, both in promoting and opposing Bills in Parliament, which, not being yet defined and settled, are not included in this Return.							
Perth Almond Valley and Methven Railway Company.	1855	-	-	-	-	-	-
	1856	1,700	13	7	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Portadown, Dungannon, and Omagh Junction Railway Company.	1855	-	-	-	-	-	-
	1856	514	12	2	-	-	-
	1857	742	1	1	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	247	14	-
	1860	1,260	5	9	-	-	-
	1861	675	15	5	-	-	-
Port Carlisle Dock and Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	195	8	4
	1860	315	-	-	206	13	6
	1861	350	-	-	3	11	7

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL.					
		£.	s.	d.	£.	s.	d.
Portpatrick Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	3,279	16	5	-	-	-
	1858	2,267	13	1	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Portsmouth Railway Company - - -	1855	-	-	-	The Portsmouth Railway Company has ceased to exist. All books and documents are in the possession of the London and South Western Railway Company.		
	1856	-	-	-			
	1857	-	-	-			
	1858	-	-	-			
	1859	-	-	-			
	1860	-	-	-			
	1861	-	-	-			
Preston and Wyre Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Ramsey Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	1,500	-	-	-	-	-
Redditch Branch Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	1,862	5	8	-	-	-
	1859	680	12	8	-	-	-
	1860	125	-	-	-	-	-
	1861	-	-	-	-	-	-
Redruth and Chasewater Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Rhymney Railway Company - - -	1855	3,202	10	10	-	-	-
	1856	-	-	-	-	-	-
	1857	1,871	14	7	264	19	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	373	11	3*	-	-	-
	1861	2,506	13	8*	-	-	-
* Further accounts have to be received in respect of the Sessions 1860 and 1861.							
Ringwood, Christchurch, and Bournemouth Railway Company.	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	1,381	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	975	-	-	-	-	-
Royston and Hitchin Railway Company -	1855	-	-	-	In consequence of this line being let in perpetuity to the Great Northern Railway Company at a fixed rental of 6 per centum per annum, the Directors of this Company take no part in the management of that line.		
	1856	-	-	-			
	1857	-	-	-			
	1858	-	-	-			
	1859	-	-	-			
	1860	-	-	-			
	1861	-	-	-			

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Rumney Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	3,663	18	10	-	-	-
St. Andrew's Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Salisbury and Dorset Junction Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Salisbury Railway and Market House Company -	1855	-	-	-	-	-	-
	1856	931	6	10	-	-	-
	1857	-	-	-	420	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Saundersfoot Railway and Harbour Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Sandy and Potton Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Scottish Central Railway Company - - -	1855	251	3	9	175	-	-
	1856	12,595	13	10*	-	-	-
	1857	1,488	11	10	-	-	-
	1858	-	-	-	415	1	6
	1859	6,290	12	11	-	-	-
	1860	1,145	15	6	-	-	-
	1861	1,500	2	1	1,083	12	6
Scottish North Eastern Railway Company -	1855	-	-	-	-	-	-
	1856	3,381	16	-	58	10	10
	1857	-	-	-	56	8	6
	1858	-	-	-	15	-	6
	1859	-	-	-	230	14	7
	1860	-	-	-	-	-	-
	1861	3,702	6	2	-	-	-
Sevenoaks Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	2,145	-	-	-	-	-
	1860	1,362	-	-	-	-	-
	1861	-	-	-	-	-	-

There has been no expense incurred by this Company in promoting and opposing Bills, as there has been no alteration in this line since its completion.

* In this sum is included the opposition to a Bill for the same object by another Company at the same time; but the amount cannot be condensed on, the expenses not being kept separate.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Severn Valley Railway Company - - -	1855 -	5,921	2	5	-	-	-
	1856 -	6,536	7	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	1,062	17	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	468	12	-	-	-	-
Shrewsbury and Hereford Railway Company -	1855 -	-	-	-	320	-	-
	1856 -	1,842	2	4	1,420	1	3
	1857 -	-	-	-	534	1	11
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	2,586	15	5
	1861 -	-	-	-	762	11	11
Shrewsbury and Welshpool Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	1,026	14	4	-	-	-
	1857 -	1,084	2	11	-	-	-
	1858 -	4,802	19	5	-	-	-
	1859 -	4,866	16	9	-	-	-
	1860 -	500	-	-	-	-	-
	1861 -	3,000	-	-	-	-	-
Shropshire Union Railways and Canal Company	1855 -	-	-	-	860	-	-
	1856 -	-	-	-	94	-	-
	1857 -	-	-	-	155	-	-
	1858 -	-	-	-	783	-	-
	1859 -	-	-	-	1,091	-	-
	1860 -	-	-	-	199	-	-
	1861 -	The legal bills for 1861 are not yet got in.					
Sirhowy Railway Company - - - -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	4,271	18	7	-	-	-
	1860 -	2,312	14	1	-	-	-
	1861 -	-	-	-	-	-	-
Southampton and Netley Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	Act obtained in 1861; expenses not yet paid.					
South Devon Railway Company - - - -	1855 -	75	-	-	100	-	-
	1856 -	-	-	-	-	-	-
	1857 -	1,065	4	-	5	5	-
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	1,449	2	6	-	-	-
	1861 -	-	-	-	1,837	14	5
South Devon and Tavistock Railway Company -	1855 -	-	-	-	-	-	-
	1856 -	2	16	8	-	-	-
	1857 -	86	1	8	-	-	-
	1858 -	975	12	4	-	-	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	70	-	-
South Durham and Lancashire Union Railway Company.	1855 -	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-
	1857 -	1,639	3	3	-	-	-
	1858 -	693	8	4	-	-	-
	1859 -	429	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	400	8	2	599	17	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
South Eastern Railway Company - - -	1855 -	2,810	-	7	3,944	-	6	6,754	1	1
	1856 -	-	-	-	1,119	9	10	1,119	9	10
	1857 -	-	-	-	4,201	6	6	4,201	6	6
	1858 -	6,351	2	7	4,878	18	7	11,230	1	2
	1859 -	-	-	-	3,450	2	9	3,450	2	9
	1860 -	-	-	-	4,412	4	4	4,412	4	4
	1861 -	10,557	18	11	-	-	-	10,557	18	11
South Leicestershire Railway Company - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	1,518	7	4	-	-	-	1,518	7	4
	1860 -	4,286	8	9	659	3	-	4,945	11	9
	1861 -	-	-	-	14	8	6	14	8	6
South Staffordshire Railway Company - - -	1855 -	2,000	18	6	-	-	-	2,000	18	6
	1856 -	-	-	-	186	11	11	186	11	11
	1857 -	-	-	-	34	13	2	34	13	2
	1858 -	104	12	6	-	-	-	104	12	6
	1859 -	549	8	7	31	-	3	580	8	10
	1860 -	585	15	1	-	-	-	585	15	1
	1861 -	370	-	-	-	-	-	370	-	-
South Wales Railway Company - - -	1855 -	4,294	17	3	2,114	16	8	6,409	13	11
	1856 -	-	-	-	210	10	10	210	10	10
	1857 -	-	-	-	66	7	2	66	7	2
	1858 -	6,387	19	-	70	3	8	6,458	2	8
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	133	-	7	133	-	7
	1861 -	6,213	4	11	3,945	11	6	10,158	16	6
South Yorkshire Railway and River Dun Company	1855 -	447	15	11	42	16	6	490	13	6
	1856 -	-	-	-	99	12	-	99	12	-
	1857 -	-	-	-	26	9	10	26	9	10
	1858 -	-	-	-	26	5	-	26	5	-
	1859 -	1,014	12	11	-	-	-	1,014	12	11
	1860 -	-	-	-	4	13	8	4	13	8
	1861 -	3,282	9	6	-	-	-	3,282	9	6
Stamford and Essendine Railway Company -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Stockport and Woodley Junction Railway Company.	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	1,703	-	-	-	-	-	1,703	-	-
	1861 -	1,691	-	-	-	-	-	1,691	-	-
Stockport, Disley, and Whaley Bridge Railway Company.	1855 -	2,088	15	-	-	-	-	2,088	15	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	4,432	3	7	583	18	6	5,016	2	1
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	195	-	-	-	-	-	195	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Stockport, Timperley, and Altrincham Junction Railway Company.	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	2,851	-	-	-	-	-	2,851	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	Amount expended in Prosecuting Bills.			Amount expended in Opposing Bills.			Amount expended in General Parliamentary Business.*			Total Amount expended.				
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.		
Stockton and Darlington Railway Company -	1855	1,273	2	11	1,114	4	9	622	9	8	3,009	17	4		
	1856	215	5	2	-	-	-	-	-	-	215	5	2		
	1857	-	-	-	-	-	-	1,149	1	2	1,149	1	2		
	1858	6,253	2	6	3,993	5	11	1,212	-	9	11,458	9	2		
	1859	2,027	11	8	1,686	14	-	1,598	14	7	5,313	-	3		
	1860	1,534	6	7	692	8	9	397	11	9	2,624	7	1		
	1861	946	-	6	473	3	-	3,471	18	-	4,891	1	6		
EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.															
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.							
		£.	s.	d.	£.	s.	d.	£.						s.	d.
Stokes Bay Railway and Pier Company -	1855	663	5	2	-	-	-	663	5	2					
	1856	-	-	-	-	-	-	-	-	-					
	1857	-	-	-	-	-	-	-	-	-					
	1858	414	14	3	-	-	-	414	14	3					
	1859	449	14	2	-	-	-	449	14	2					
	1860	-	-	-	-	-	-	-	-	-					
	1861	-	-	-	-	-	-	-	-	-					
Stourbridge Railway Company -	1855	-	-	-	-	-	-	-	-	-					
	1856	-	-	-	-	-	-	-	-	-					
	1857	-	-	-	-	-	-	-	-	-					
	1858	-	-	-	-	-	-	-	-	-					
	1859	-	-	-	-	-	-	-	-	-					
	1860	1,450	-	-	-	-	-	1,450	-	-					
	1861	2,282	17	-	-	-	-	2,282	17	-					
Stratford-upon-Avon Railway Company -	1855	-	-	-	-	-	-	-	-	-					
	1856	-	-	-	-	-	-	-	-	-					
	1857	3,534	12	6	-	-	-	3,534	12	6					
	1858	-	-	-	-	-	-	-	-	-					
	1859	-	-	-	-	-	-	-	-	-					
	1860	-	-	-	-	-	-	-	-	-					
	1861	877	12	10	-	-	-	877	12	10					
Strathspey Railway Company -	1855	-	-	-	-	-	-	-	-	-					
	1856	-	-	-	-	-	-	-	-	-					
	1857	-	-	-	-	-	-	-	-	-					
	1858	-	-	-	-	-	-	-	-	-					
	1859	-	-	-	-	-	-	-	-	-					
	1860	-	-	-	-	-	-	-	-	-					
	1861	5,743	19	1	-	-	-	5,743	19	1					
Swansea Vale Railway Company -	1855	-	-	-	-	-	-	-	-	-					
	1856	1,372	6	-	-	-	-	1,372	6	-					
	1857	-	-	-	-	-	-	-	-	-					
	1858	-	-	-	-	-	-	-	-	-					
	1859	300	-	-	-	-	-	300	-	-					
	1860	364	-	-	-	-	-	364	-	-					
	1861	900	-	-	-	-	-	900	-	-					
The above is the amount of money paid, but the real expenses incurred cannot be furnished, in consequence of the solicitors' bills not having been yet delivered.															
Swansea and Neath Railway Company -	1855	-	-	-	-	-	-	-	-	-					
	1856	-	-	-	-	-	-	-	-	-					
	1857	-	-	-	-	-	-	-	-	-					
	1858	-	-	-	-	-	-	-	-	-					
	1859	-	-	-	-	-	-	-	-	-					
	1860	-	-	-	-	-	-	-	-	-					
	1861	-	-	-	-	-	-	-	-	-					
This Company only obtained their Act of Incorporation in 1861; and as some of the accounts have not been rendered, the required information cannot be given.															
Taff Vale Railway Company -	1855	563	4	8	1,248	11	9	1,811	16	6					
	1856	-	-	-	272	12	6	272	12	6					
	1857	3,017	1	-	227	10	-	3,244	11	-					
	1858	-	-	-	39	19	-	39	19	-					
	1859	-	-	-	16	15	3	16	15	3					
	1860	-	-	-	-	-	-	-	-	-					
	1861	-	-	-	854	5	2	854	5	2					

* N.B.—The amounts in this column cannot be divided between prosecuting and opposing Bills.

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Tenbury Railway Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	372	-	-	-	-	-
	1860	1,154	12	11	-	-	-
	1861	-	-	-	-	-	-
Tenbury and Bewdley Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	426	16	-	-	-	-
	1861	489	3	5	-	-	-
Tewkesbury and Malvern Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	35,000	-	-	-	-	-
	1861	-	-	-	-	-	-
Trent, Ancholme, and Grimsby Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	1,053	17	4	-	-	-
Ulster Railway Company - - - -	1855	2,214	10	8	-	-	-
	1856	350	-	-	-	-	-
	1857	700	-	-	2,689	7	10
	1858	678	8	8	-	-	-
	1859	1,778	-	-	570	-	-
	1860	1,200	-	-	-	-	-
	1861	-	-	-	-	-	-
Ulverstone and Lancaster Railway Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	1,234	5	4	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Uxbridge and Rickmansworth Railway Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	4,500	-	-	-	-	-
Vale of Clwyd Railway Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	2,182	-	-	-	-	-
	1858	295	-	-	-	-	-
	1859	411	-	-	-	-	-
	1860	1,956	-	-	46	-	-
	1861	3,687	-	-	378	-	-
Vale of Llangollen Railway Company - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	4,744	7	5	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year.	EXPENSES incurred in Promoting or Opposing BILLS before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Vale of Neath Railway Company - - -	1855 -	The Parliamentary expenses have never been distinguished from the charges for the Company's general legal business; the whole amount has been shown in one sum in the half-yearly accounts.		
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
Vale of Towy Railway Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	88 - -	- - -	88 - -
	1858 -	543 - -	- - -	543 - -
	1859 -	-	-	-
	1860 -	-	-	-
Wansbeck Railway Company - - -	1855 -	-	82 - -	82 - -
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	2,765 14 10	- - -	2,765 14 10
	1859 -	-	-	-
	1860 -	-	-	-
Ware, Hadham and Buntingford Railway Company.	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	2,603 l. 10 s. for obtaining the Act of Incorporation.		
	1859 -	-	-	-
	1860 -	-	-	-
Waterford and Kilkenny Railway Company -	1855 -	1,556 l. 3 s. 2 d. for obtaining the Deviation Act.		
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
Waterford and Limerick Railway Company -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	892 - -	- - -	892 - -
	1859 -	388 - -	- - -	388 - -
	1860 -	1,306 - -	- - -	1,306 - -
Waterford and Limerick Railway Company -	1855 -	702 - -	- - -	702 - -
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	302 3 11	- - -	302 3 11
	1860 -	1,213 4 -	834 17 7	2,046 1 7
Waterford and Tramore Railway Company -	1855 -	42 10 8	518 7 2	560 17 10
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	952 17 6	- - -	952 17 6
	1859 -	-	-	-
	1860 -	-	-	-
Watford and Rickmansworth Railway Company	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	4,000 - -	- - -	4,000 - -
Wellington and Severn Junction Railway Company.	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
Wellington and Severn Junction Railway Company.	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Wells and Fakenham Railway Company - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -	1,219	-	-	-	-	-
	1860 -						
	1861 -						
West Cheshire Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -	1,500	-	-	-	-	-
West Cork Railway Company - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -	765	17	8	-	-	-
	1861 -						
West Cornwall Railway Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -	510	-	-	-	-	-
West Hartlepool Harbour and Railway Company	1855 -				71	7	1
	1856 -				335	10	10
	1857 -	1,108	15	3	4	15	-
	1858 -				595	6	-
	1859 -						
	1860 -	644	9	10	-	-	-
	1861 -	5,985	12	6	501	2	10
West of Fife Railway Company - - -	1855 -						
	1856 -	660	-	-			
	1857 -	351	-	-			
	1858 -	300	-	-			
	1859 -				120	-	-
	1860 -	150	-	-			
	1861 -	780	-	-			
West Midland Railway Company - - -	1855 -				7,002	-	-
	1856 -				14,025	-	-
	1857 -				22,415	-	-
	1858 -				3,720	-	-
	1859 -				6,930	-	-
	1860 -				4,600	-	-
	1861 -				5,777	-	-
West Somerset Mineral Railway Company -	1855 -						
	1856 -	3,434	3	7	-	-	-
	1857 -	1,696	-	9	185	6	8
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Whitehaven and Furness Junction Railway Company.	1855 -						
	1856 -						
	1857 -	556	1	5	-	-	-
	1858 -						
	1859 -						
	1860 -						
	1861 -						

RAILWAY COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Whitehaven, Cleator, and Egremont Railway Company.	1855	—	—	—	—	—	—
	1856	300	—	—	—	—	—
	1857	549	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	427	—	—	—	—	—
Whitehaven Junction Railway Company	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	1,136	6	4	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—
Wimbledon and Croydon Railway Company	1855	—	—	—	—	—	—
	1856	400	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—
Wimbledon and Dorking Railway Company	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	4,011	5	3	—	—	—
	1858	55	15	1	268	16	10
	1859	249	4	—	70	5	5
	1860	1,015	10	9	710	12	1
	1861	—	—	—	—	—	—
Witney Railway Company	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	2,310	11	10	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—
Worcester, Bromyard, and Leominster Railway Company.	1855	—	—	—	—	—	—
	1856	—	—	—	—	—	—
	1857	—	—	—	—	—	—
	1858	—	—	—	—	—	—
	1859	—	—	—	—	—	—
	1860	—	—	—	—	—	—
	1861	—	—	—	—	—	—

METROPOLITAN GAS COMPANIES.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
British Gas Light Company (Limited) - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	625	1	8	625	1	8
	1858	-	-	-	232	5	5	4,141	16	6
	1859	-	-	-	9	3	4	9	3	4
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	18	2	10	18	2	10
Chartered Gas Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	186	10	4	186	10	4
	1860	-	-	-	1,800	-	-	1,800	-	-
	1861	-	-	-	710	17	6	710	17	6
City of London Gas Light and Coke Company -	1855	-	-	-	69	19	4	385	5	4
	1856	-	-	-	1	1	-	1	1	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	5,278	8	7
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Commercial Gas Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	17	7	-	17	7	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	680	6	8	680	6	8
	1861	-	-	-	541	9	-	541	9	-
Crystal Palace District Gas Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	431	6	2	1,235	1	8
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Equitable Gas Light Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	53	10	6	53	10	6
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	717	8	-	717	8	-
	1861	-	-	-	1	1	3	1	1	3
Great Central Gas Consumers' Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	800	3	-	800	3	-
	1861	-	-	-	-	-	-	-	-	-

GAS COMPANIES.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Ashton Gas Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Barnsley Gas Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Bath Gas Light and Coke Company - -	1855	-	-	-	-	-	-
	1856	1,571	14	9	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	8	17	6
	1861	-	-	-	4	18	-
Belfast Gas Light Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Bilston Gas Light Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Bingley Gas Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Blackburn Gas Light Company - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	554	16	6	-	-	-
	1861	-	-	-	-	-	-
Bolton Gas Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Boston Gas Light and Coke Company - -	1855 -	-	-	-
	1856 -	985 7 5	-	985 7 5
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Bradford Gas Light Company - - -	1855 -	-	8 15 9	8 15 9
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	64 9 2	64 9 2
	1861 -	-	41 7 10	41 7 10
Bridgwater Gas Light Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Brierley Hill District Gas Company - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Bungay Gas Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Burnham Gas Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	70 - -	70 - -
	1861 -	-	-	-
Burnley Gas Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Bury Gas Light and Coke Company - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	706 2 -	-	706 2 -
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Bury St. Edmund's Gas Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	743 15 -	-	743 15 -
	1860 -	-	-	-
	1861 -	-	-	-

Note.—The property of this company passed into the hands of the Bury Improvement Commissioners in 1857. Nothing has been expended since then; but what was expended by the original company in the two years preceding 1857 (if any) is not shown in this Return.

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Cardiff Gas Light and Coke Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Cheltenham Gas Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	2,442	12	5	-	-	-	2,442	12	5
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	61	10	-	61	10	-
	1861	-	-	-	-	-	-	-	-	-
Chorley Gas Light Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Clitheroe Gas Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	1,158	-	-	-	-	-	1,158	-	-
Congleton Gas Light Company - - - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Deal and Walmer Gas Light and Coke Company	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Derby Gas Light and Coke Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Devonport Gas and Coke Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	-	-	-	-	-	-	-	-	-
Dewsbury and Batley Gas Company - -	1855	-	-	-	-	-	-	-	-	-
	1856	-	-	-	-	-	-	-	-	-
	1857	-	-	-	-	-	-	-	-	-
	1858	-	-	-	-	-	-	-	-	-
	1859	-	-	-	-	-	-	-	-	-
	1860	-	-	-	-	-	-	-	-	-
	1861	1,700	9	6	-	-	-	1,700	9	6

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Dover Gas Light Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	1,861 - 5	—	1,861 - 5
	1860 -			
	1861 -			
Droylsden Gas Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	669 18 2	—	669 18 2
	1860 -			
	1861 -			
Dukinfield Gas Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	10 10 -	—	10 10 -
	1860 -			
	1861 -			
Dunbar Gas Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			
Dundee Gas Light Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			
Edinburgh Gas Light Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			
Elland-cum-Greetland Gas Company - -	1855 -	1,783 - 7	—	1,783 - 7
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			
Exeter Gas Light and Coke Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			
Gainsborough Gas Company - - - -	1855 -	525 3 4	—	525 3 4
	1856 -			
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Glasgow Gas Light Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	2,020 - -	- - -	2,020 - -
	1859 -	-	-	-
	1860 -	- - -	28 10 9	28 10 9
	1861 -	169 - -	- - -	169 - -
Glasgow City and Suburban Gas Company -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	1,564 16 9	- - -	1,564 16 9
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	- - -	25 7 6	25 7 6
	1861 -	- - -	54 16 6	54 16 6
Glossop Gas Company - - - -	1855 -	641 15 3	- - -	641 15 3
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Gloucester Gas Light Company - - - -	1855 -	-	-	-
	1856 -	1,090 - -	- - -	1,090 - -
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Great Grimsby Gas Company - - - -	1855 -	-	-	-
	1856 -	- - -	2 - -	2 - -
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	- - -	4 13 6	4 13 6
	1860 -	- - -	1 8 4	1 8 4
	1861 -	- - -	1 1 3	1 1 3
Guildford Gas Light and Coke Company -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	600 - -	- - -	600 - -
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Gravesend Gas Light Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Hamilton Gas Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Harrogate Gas Company - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Haslingden Union Gas Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	889	17	- $\frac{1}{2}$	-	-	-
Hastings and St. Leonard's Gas Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	1	4	-
	1860	-	-	-	-	-	-
	1861	-	-	-	1	8	6
Hayfield Gas Light and Waterworks Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Heywood Gas Light and Coke Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	5	16	6
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	4	-	9
	1861	-	-	-	15	6	11
Holmfirth Gas Light Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hornsey Gas Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Huddersfield Gas Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	5,394	5	10	-	-	-
Inverness Gas and Water Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Kidderminster Gas Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

GAS COMPANIES—*continued.*

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Kirkcaldy Gas Company - - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Knottingley Gas Light Company - - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Lancaster Gas Company - - - -	1855 -	—	—	—
	1856 -	860 3 9	- - -	860 3 9
	1857 -	44 11 -	- - -	44 11 -
	1858 -			
	1859 -			
	1860 -	—	—	—
	1861 -			
Leamington Priors Gas Light and Coke Company	1855 -			
	1856 -			
	1857 -	—	—	—
	1858 -			
	1859 -			
	1860 -	- - -	2 - 7	2 - 7
	1861 -	- - -	- 18 4	- 18 4
Leeds New Gas Company - - - -	1855 -	—	—	—
	1856 -	- - -	10 10 6	10 10 6
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -	- - -	50 2 3	50 2 3
	1861 -	- - -	10 15 6	10 15 6
Leicester Gas Company - - - -	1855 -			
	1856 -			
	1857 -	—	—	—
	1858 -			
	1859 -			
	1860 -	682 7 -	- - -	682 7 -
	1861 -	—	—	—
Leigh District Gas Company - - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	820 - -	- - -	820 - -
	1859 -			
	1860 -			
	1861 -			
Liverpool United Gas Light Company - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Londonderry Gas Light Company - - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Maidstone Gas Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	507 13 11	- - -	507 13 11
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Mirfield Gas Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	800 - -	- - -	800 - -
	1861 -	-	-	-
Morley Gas Light Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Newark Gas Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Newcastle-on-Tyne Gas Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Newton, near Warrington, Gas Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Northampton Gas Light Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	1,234 7 6	- - -	1,234 7 6
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Oldham Gas Company - - - - -	1855 -	5,133 11 1	- - -	5,133 11 1
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Ormskirk Gas Light Company - - - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Over Darwen Gas Light Company - - -	1855 -	400	6	0	-	-	-	400	6	0
	1856 -	27	10	7	-	-	-	27	10	7
	1857 -	215	5	3	-	-	-	215	5	3
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Oxford Gas Light and Coke Company - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Peniston, Thurlstone, and Oxspring Gas Company	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	322	14	2	-	-	-	322	14	2
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Plymouth and Stonehouse Gas Light and Coke Company.	1855 -	705	11	10	-	-	-	705	11	10
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Pontefract Gas and Water Company - - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-
Portsea Island Gas Light Company - - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	17	6	-	-	-	-	17	6	-
	1861 -	1,293	10	9	-	-	-	1,293	10	9
Preston Gas Company - - - - -	1855 -	-	-	-	19	1	9	19	1	9
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	96	16	2	-	-	-	96	16	2
	1860 -	-	-	-	25	9	6	25	9	6
	1861 -	-	-	-	-	-	-	-	-	-
Rossendale Union Gas Company - - - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	5	3	-
Rotherham Gas Company - - - - -	1855 -	-	-	-	-	-	-	-	-	-
	1856 -	-	-	-	-	-	-	-	-	-
	1857 -	-	-	-	-	-	-	-	-	-
	1858 -	-	-	-	-	-	-	-	-	-
	1859 -	-	-	-	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-	-	-	-
	1861 -	-	-	-	-	-	-	-	-	-

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.								
		In Prosecuting Bills.			In Opposing Bills.			TOTAL.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Runcorn Gas Works Company - - - -	1855	—	—	—	—	—	—	—	—	—
	1856	—	—	—	2	—	3	2	—	3
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
Ryde Gas and Coke Company - - - -	1855	—	—	—	—	—	—	—	—	—
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
St. Helens Gas Company - - - -	1855	—	—	—	—	—	—	—	—	—
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
Scarborough Gas Company - - - -	1855	—	—	—	1	12	8	1	12	8
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	24	16	10	—	—	—	24	16	10
	1859	558	6	10	—	—	—	558	6	10
	1860	—	—	—	2	10	0	2	10	0
Sheffield United Gas Light Company - - - -	1855	2,347	17	9	—	—	—	2,347	17	9
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
Sligo Gas Works Company - - - -	1855	1,343	18	9	—	—	—	1,343	18	9
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
Stalybridge Gas Company - - - -	1855	482	18	—	3	19	3	486	12	5
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	50	—	8	50	—	8
Stockport Borough Gas Works Company - - - -	1855	—	—	—	—	—	—	—	—	—
	1856	—	—	—	—	—	—	—	—	—
	1857	—	—	—	—	—	—	—	—	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—
Stockton-on-Tees Gas Company - - - -	1855	—	—	—	—	—	—	—	—	—
	1856	—	—	—	—	—	—	—	—	—
	1857	1,520	3	—	—	—	—	1,520	3	—
	1858	—	—	—	—	—	—	—	—	—
	1859	—	—	—	—	—	—	—	—	—
	1860	—	—	—	—	—	—	—	—	—

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Stoke, Fenton and Longton Gas Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	939	9	6	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Stourbridge Gas Light Company -	1855	996	12	4	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Stratford upon-Avon Gas Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	933	18	5	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Sunderland Gas Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	968	13	11	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Swansea Gas Light Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	1,630	5	7	-	-	-
Torquay Gas Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Totnes Gas and Water Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Uxbridge and Hillingdon Gas Consumers' Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	980	1	11	-	-	-
Warrington Gas Light and Coke Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	- 13	8	-
	1861	-	-	-	1 15	2	2

GAS COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Warwick Gas Light Company - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Wellington Coal and Gas Light Company - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Weston-super-Mare Gas Company - - - -	1855 -	886 11 0	- - -	886 11 0
	1856 -	—	—	—
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -	578 2 3	- - -	578 2 3
Wigan Gas Company - - - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -	2,312 3 2	- - -	2,312 3 2
Wittenhall Gas Company - - - - -	1855 -	774 18 7	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Worcester New Gas Light Company - - -	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			
Yarmouth, Great, Gas Light and Coke Company	1855 -	—	—	—
	1856 -			
	1857 -			
	1858 -			
	1859 -			
	1860 -			
	1861 -			

METROPOLITAN WATER COMPANIES.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Chelsea Waterworks Company - - -	1855 -	-	-	-	105	7	10
	1856 -	-	-	-	77	13	4
	1857 -	-	-	-	7	8	2
	1858 -	-	-	-	-	-	-
	1859 -	-	-	-	233	7	8
	1860 -	-	-	-	101	18	10
	1861 -	-	-	-	284	1	4
East London Waterworks Company - - -	1855 -	-	-	-	269	10	-
	1856 -	-	-	-	2,311	6	3
	1857 -	-	-	-	123	7	5
	1858 -	-	-	-	66	7	-
	1859 -	-	-	-	-	-	-
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	474	10	6
Grand Junction Waterworks Company - -	1855 -	504	16	1	104	9	6
	1856 -	1,534	10	-	48	12	2
	1857 -	200	-	-	-	-	-
	1858 -	450	-	-	-	-	-
	1859 -	-	-	-	85	12	-
	1860 -	-	-	-	1,450	15	5
	1861 -	1,712	13	5	-	-	-
Lambeth Waterworks Company - - -	1855 -	69	15	6	327	1	1
	1856 -	834	9	11	141	-	6
	1857 -	-	-	-	30	6	-
	1858 -	-	-	-	24	4	10
	1859 -	-	-	-	80	1	-
	1860 -	-	-	-	246	10	-
	1861 -	-	-	-	19	9	8
New River Company - - - -	1855 -	3,678	1	2	200	4	8
	1856 -	-	-	-	-	-	-
	1857 -	1,168	16	7	1,412	10	9
	1858 -	-	-	-	102	2	10
	1859 -	-	-	-	1,072	14	1
	1860 -	-	-	-	-	-	-
	1861 -	-	-	-	118	9	10
Southwark and Vauxhall Water Company -	1855 -	896	-	-	-	-	-
	1856 -	-	-	-	588	-	-
	1857 -	-	-	-	159	-	-
	1858 -	-	-	-	100	-	-
	1859 -	-	-	-	253	-	-
	1860 -	-	-	-	-	-	-
	1861 -	970	-	-	-	-	-
West Middlesex Waterworks Company - -	1855 -	-	-	-	100	19	-
	1856 -	-	-	-	15	5	8
	1857 -	-	-	-	13	3	10
	1858 -	-	-	-	-	-	-
	1859 -	51	16	10	196	13	3
	1860 -	570	4	6	825	19	2
	1861 -	-	-	-	19	8	8

WATER COMPANIES.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Aberdare Waterworks Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	1,379	1	10	-	-	-
	1859 -						
	1860 -						
	1861 -						
Aberdeen Waterworks - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
The water supply of this city is not in the hands of a company, but is invested by Act of Parliament in the Commissioners of Police.							
Airdrie and Coatbridge Water Company - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Ashton-under-Lyne Corporation Waterworks -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Ayr Water Company - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Bangor Water and Gas Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Barnstaple Water Company - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -	1,306	10	7	114	-	-
	1859 -						
	1860 -						
	1861 -						
Bath Corporation Waterworks - - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Beccles Water and Gas Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Belfast Water Commissioners - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	62 14 6	62 14 6
	1860	-	-	-
	1861	-	-	-
Birmingham Waterworks Company - - -	1855	3,871 2 3	14 2 4	3,885 4 7
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	56 13 7	56 13 7
	1861	-	286 9 10	286 9 10
Blackburn Waterworks Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	3,442 1 11	-	3,442 1 11
Brompton, Chatham, Gillingham, and Rochester Waterworks Company.	1855	-	-	-
	1856	1,950 4 8	-	1,950 4 8
	1857	-	50 1 2	50 1 2
	1858	-	-	-
	1859	-	108 1 4	108 1 4
	1860	-	222 8 1	222 8 1
	1861	-	-	-
Burton-on-Trent Waterworks Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Bury and Radcliffe Waterworks Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	2,268 1 1	-	2,268 1 1
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Calverley Waterworks Company - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Cambridge University and Town Waterworks Company.	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Cheltenham Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	385 7 -	- - -	385 7 -
	1859 -	-	-	-
	1860 -	- - -	4 2 5	4 2 5
	1861 -	- - -	2 13 4	2 13 4
Chester Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	1,039 18 5	- - -	1,039 18 5
	1858 -	50 17 5	- - -	50 17 5
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	15 19 10	- - -	15 19 10
Chesterfield Waterworks and Gas Light Company	1855 -	824 8 -	- - -	824 8 -
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Clay Cross Waterworks Company - - -	1855 -	-	-	-
	1856 -	694 2 5	- - -	694 2 5
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Clitheroe Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Colchester Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Coventry Corporation Waterworks - - -	1855 -	-	-	-
	1856 -	- - -	141 15 -	141 15 -
	1857 -	-	-	-
	1858 -	- - -	14 8 9	14 8 9
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Deal Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Derby Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Dublin Corporation Waterworks - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	703 - 8	- - -	703 - 8
	1860 -	2,797 17 4	- - -	2,797 17 4
	1861 -	9,913 13 2	- - -	9,913 13 2
Dukinfield Waterworks Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Dumbarton Waterworks Commissioners - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	720 - -	- - -	720 - -
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Dumfries and Maxwelltown Waterworks Commissioners.	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Dunfermline Water Company - - -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
East Stonehouse Waterworks Commissioners -	1855 -	-	-	-
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	-	-	-
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-
Edinburgh Water Company - - -	1855 -	27 16 1	32 1 -	59 16 1
	1856 -	784 6 11	- - -	784 6 11
	1857 -	4,818 2 8	- - -	4,818 2 8
	1858 -	206 14 11	- - -	206 14 11
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	- - -	23 10 -	23 10 -
Folkestone Waterworks Company - - -	1855 -	507 13 1	- - -	507 13 1
	1856 -	-	-	-
	1857 -	-	-	-
	1858 -	770 8 4	- - -	770 8 4
	1859 -	-	-	-
	1860 -	-	-	-
	1861 -	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Glasgow Corporation Waterworks - - -	1855	*7,966	-	11	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	550	18	2	-	-	-
	1860	1,071	6	6	8	10	-
	1861	-	-	-	68	7	5
Gosport Waterworks Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	689	8	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Greenock, Shaws Water Joint Stock Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Guildford Water Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	487	16	8	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hamilton-Waterworks Commissioners - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Harrogate Waterworks Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hartlepool Gas and Waterworks Company -	1855	750	9	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	16	3	-
	1861	-	-	-	5	-	-
Haslingden and Rawtenstall Waterworks Company.	1855	-	-	-	-	-	-
	1856	450	-	-	6	18	-
	1857	235	8	4	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hastings Waterworks (under the control of the Hastings Local Board of Health).	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	500	-	-

* The expenses this year were incurred in continuation of a course of proceedings which had taken place before Parliament, and incidental thereto, in the years 1852, 1853, and 1854. The whole expense amounted to 25,925 £. 15 s. 1 d.

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		TOTAL-					
		£.	s.	d.	£.	s.	d.
Haverfordwest Waterworks Commissioners	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hereford Corporation Waterworks	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Huddersfield Waterworks Commissioners	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hull Corporation Waterworks	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Hyde Waterworks	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Keighley Water Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Kilmarnock Water Company	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
King's Lynn Waterworks	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	1,166	19	9	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Leeds Waterworks	1855	-	-	-	-	-	-
	1856	1,218	16	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	462	6	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Leek Waterworks - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	652 13 -	652 13 -
Lincoln Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	465 - -	-	465 - -
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Liskeard Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	1,021 12 9	-	1,021 12 9
	1861	-	-	-
Liverpool Corporation Waterworks - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Louth Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Lowestoft Water, Gas and Market Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	1,334 3 7	-	1,334 3 7
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Maidstone Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	-	-	-
	1859	-	-	-
	1860	1,031 14 2	-	1,031 14 2
	1861	-	-	-
Matlock Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	-	-	-
	1858	638 16 -	-	638 16 -
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-
Margate and Broadstairs Waterworks Company - - - - -	1855	-	-	-
	1856	-	-	-
	1857	731 12 3	-	731 12 3
	1858	-	-	-
	1859	-	-	-
	1860	-	-	-
	1861	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Neath Water Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	504	4	3	-	-	-
Newport and Pillgwenlly Waterworks Company -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Northampton Waterworks Company - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	964	4	4	-	-	-
Paisley Water Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Perth Water Commissioners - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Poole Waterworks Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	1,131	14	9	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Preston Corporation Waterworks - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Ramsgate Waterworks Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-
Reading Waterworks Company - - - - -	1855	-	-	-	-	-	-
	1856	-	-	-	-	-	-
	1857	-	-	-	-	-	-
	1858	-	-	-	-	-	-
	1859	-	-	-	-	-	-
	1860	-	-	-	-	-	-
	1861	-	-	-	-	-	-

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.		
		In Prosecuting Bills.	In Opposing Bills.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Rhyl Waterworks Company - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Rosendale Waterworks Company - - -	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Ryde Waterworks (expenses incurred by "the Ryde Commissioners").	1855 -			
	1856 -			
	1857 -	—	—	—
	1858 -			
	1859 -	530 18 8	79 5 10	610 4 6
	1860 -	1,163 8 6	70 7 -	1,223 15 6
	1861 -	—	—	—
Scarborough Waterworks Company - - -	1855 -	—	—	—
	1856 -	709 17 -	2 - -	711 17 -
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -	- - -	3 3 -	3 3 -
Sheffield Waterworks Company - - -	1855 -			
	1856 -			
	1857 -	—	—	—
	1858 -			
	1859 -			
	1860 -	3,489 - -	- - -	3,489 - -
	1861 -	—	—	—
Shepton Mallet Waterworks Company - - -	1855 -			
	1856 -			
	1857 -	—	—	—
	1858 -			
	1859 -	550 12 11	- - -	550 12 11
	1860 -			
	1861 -	—	—	—
Stamford Waterworks (the Marquis of Exeter is the sole proprietor).	1855 -			
	1856 -			
	1857 -			
	1858 -	—	—	—
	1859 -			
	1860 -			
	1861 -			
Torquay Waterworks (expenses incurred by the Tormoham Local Board of Health).	1855 -			
	1856 -	1,563 6 6	- - -	1,563 6 6
	1857 -			
	1858 -			
	1859 -	—	—	—
	1860 -			
	1861 -			

WATER COMPANIES—continued.

NAME OF COMPANY.	Year	EXPENSES incurred in Promoting or Opposing Bills before PARLIAMENT.					
		In Prosecuting Bills.			In Opposing Bills.		
		£.	s.	d.	£.	s.	d.
Warrington Waterworks Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -	-	-	-	1	11	6
	1861 -	-	-	-	2	19	4
Wellington Waterworks Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -	691	12	-	-	-	-
	1861 -						
Weston-super-Mare Waterworks Company - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Whittle Dean Waterworks Company - - -	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						
Wigan Waterworks (expenses incurred by the Wigan Local Board of Health).	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -	1,760	4	-	-	-	-
	1861 -						
Worcester Waterworks (established under the Public Health Act).	1855 -						
	1856 -						
	1857 -						
	1858 -						
	1859 -						
	1860 -						
	1861 -						

RAILWAY, &c. BILLS.

RETURN of the EXPENSES incurred by each
RAILWAY, GAS, and WATER COMPANY, in
Promoting or Opposing BILLS before PAR-
LIAMENT in each Year, from the Year 1855.
to 1861, both inclusive; &c.

(*Colonel Wilson Patten.*)

Ordered, by The House of Commons, to be Printed,
23 July 1862.

[*Price 8 d.*]

441.

Under 12 oz.

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons,
dated 1 April 1862;—*for*,

A RETURN “showing the MAXIMUM TOLLS authorised to be taken by each RAILWAY COMPANY whose Capital Expenditure to the 31st day of December 1861 exceeded £5,000,000, from all Persons using their Railways, with respect to Passengers, Animals, and Things conveyed thereon, and of the TOLLS for the use of Engines for drawing or propelling Carriages, and of the MAXIMUM CHARGES authorised to be made by the Companies for the Conveyance of Articles, Animals, and Passengers upon their Railways, including TOLLS for the use of the Railway Carriages and Trucks, Locomotive Power, and other Expenses, distinguishing in such Return the TOLLS and MAXIMUM CHARGES in respect of Passengers, whether Express, First, Second, or Third Class, and also in respect of Horses, Cattle, Private Carriages, Coal, Pig Iron, Manufactured Iron, Salt, Cotton, Grain, Flour, Sugar, Manufactured Goods, and Merchandise.”

(*Mr. Hassard.*)

Ordered, by The House of Commons, to be Printed,
12 May 1862.

RETURN showing the MAXIMUM TOLLS authorised to be taken by each RAILWAY COMPANY whose Capital respect to Passengers, Animals, and Things conveyed thereon, and of the TOLLS for the use of Engines for the Conveyance of Articles, Animals, and Passengers upon their Railways, including TOLLS for the use of the TOLLS and MAXIMUM CHARGES in respect of Passengers, whether Express, First, Second, or Third Class, Grain, Flour, Sugar, Manufactured Goods, and Merchandise.

TABLE showing MAXIMUM CHARGES authorised to be made by each RAILWAY COMPANY whose Capital Expenditure on the 31st day of December 1861 exceeded £.5,000,000, for the Conveyance of Passengers, Animals, and Articles upon their respective Railways, including TOLLS for use of Railway Carriages and Trucks, Locomotive Power, and other Expenses.

MAXIMUM CHARGES.

NAME of RAILWAY COMPANY.	Passengers per Mile.					Per Mile.			Per Ton per Mile.											
	Express.		Ordinary.			Horse.	Cattle.	Carriages.	Maize.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.	Merchandise.	
	1st Class.	2d Class.	1st Class.	2d Class.	3d Class.															
Caledonian - - - - - (8 & 9 Vict., cap. 162.)	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
	-	-	3	2	1½	5	2	5	2	2½	2½	4	-	4	3	3	3	4	4	
Eastern Counties - - - - - (6 & 7 Will. 4, cap. 106.) (8 & 9 Vict., cap. 110.) (Ely to Peterborough) - - - (8 & 9 Vict., cap. 291.) (Cambridge and Huntingdon) -	-	-	3	2	1½	5	1½	4	1½	1½	1½	2½	-	4	1½	1½	1½	4	4	
Newmarket - - - - - (9 & 10 Vict., cap. 172.)	-	-	3	2	1	7	4	7	2½	3½	3½	5	-	5	4	4	4	5	5	
Northern and Eastern - - - (6 & 7 Will. 4, cap. 103.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Norfolk - - - - -	-	-	2½	1½	1	4	1	5	1½	1	1½	2½	-	-	1½	1½	1½	4	4	
Eastern Union - - - - -	-	-	2½	1½	1	4	42	5	1½	1	1½	3	-	3	2½	2½	2½	3	3½	
	-	-	3	2	1	5	2	7	1½	2	2	4	-	4	3	3	3	4	4	
						Or a minimum of 5s.	Or a minimum of 10s.													

(8 & 9 Vict., c. 154.)
(10 & 11 Vict., c. 174. Amendment
(10 & 11 Vict., c. 225. Manchester

Expenditure to the 31st day of December 1861 exceeded £. 5,000,000, from all Persons using their Railways, with Drawing or Propelling Carriages, and of the MAXIMUM CHARGES authorised to be made by the Companies for Railway Carriages and Trucks, Locomotive Power, and other Expenses, distinguishing in such Return the and also in respect of Horses, Cattle, Private Carriages, Coal, Pig Iron, Manufactured Iron, Salt, Cotton,

TABLE showing MAXIMUM TOLLS authorised to be taken by each RAILWAY COMPANY whose Capital Expenditure on the 31st day of December 1861 exceeded £. 5,000,000, for use of their respective Railways.

MAXIMUM TOLLS.

Passengers per Mile.						Per Mile.			Per Ton per Mile.														REMARKS.
Express.					Ordinary.	Horses.	Cattle.	Carriages.	Manure.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Wool.	Flax.	Sugar.	Manufactured Goods.	Merchandise.	Toll for use of Engines for drawing or propelling Carriages.			
1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	6th Class.																		
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	-- For articles or persons conveyed on the Railway for a less distance than six miles the Company may demand tolls and charges as for six entire miles, and in addition to the prescribed tolls for conveyance, a reasonable charge for the expense of stopping, loading, and unloading goods, &c.	
-	-	-	-	-	-	2	2	6	2	2½	2½	4	-	4	3	3	3	4	4	1		-- The Company may charge for passengers, articles, matters, or things conveyed on the Railway a less distance than six miles, rates or tolls as for a distance of six miles, together with a reasonable charge for loading and unloading, where the same shall be done by the Company.	
-	-	-	1½	1½	1½	5	2	6	1	2	2	2½	-	2½	2	2	2	2½	2½	1		-- The Newmarket Company may charge for articles and persons conveyed upon the Railway for a less distance than six miles, in addition to the tolls for conveyance, a reasonable charge for the expense of stopping, loading, and unloading.	
-	-	2	2	2	2	1½	1½	4	1	1½	1½	3	-	3	2½	2½	2½	3	3	1			
-	-	2	2	2	2	3	3	6	1	1½	1½	3	-	3	2	2	2	3	3	1		-- By the 8 & 9 Vict., cap. 154, the Norfolk Company may charge persons conveyed on the Railway for a less distance than six miles, tolls as for six miles, and a reasonable sum for the expense of loading and unloading goods, where such service is performed by the Company.	
-	-	2	2	2	2	3	2	4	1	1	1	2½	-	2½	2	2	2	2½	2½	1		-- The Eastern Union Company, by the 10 & 11 Vict., cap. 174, may charge for articles or persons conveyed upon the Railway for a less distance than six miles, tolls and charges as for six miles, together with a reasonable sum for loading, covering, and unloading of goods, and for delivery and collection, and any other services usually performed by carriers, where such services are performed by the Company. The Company may also charge Government duty in addition to the rates and tolls.	
-	-	2½	3½	3½	3½	3	3	6	1	1½	1½	3	-	3	2	2	2	2	3	1			

MAXIMUM CHARGES—continued.

NAME of RAILWAY COMPANY.	Passengers per Mile.					Per Mile.			Per Ton per Mile.												
	Express.		Ordinary.			Horses.	Cattle.	Carriages.	Manure.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Plaster.	Sugar.	Manufactured Goods.	Merchandise.		
	1st Class.	2d Class.	1st Class.	2d Class.	3d Class.																
Eastern Counties—continued. East Anglian - - - (10 & 11 Vict., cap. 275.)	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.		
	-	-	3	2	1½	5	2	5	1	1	1½	4	1	4	1½	2½	2½	4	4		
Glasgow and South Western - (9 & 10 Vict., cap. 392.)	-	-	2½	1½	1	5	2	7	1½	2	2	4	-	4	3	3	3	4	4		
Great Northern - - - (13 & 14 Vict., cap. 71.)	-	-	3	2	1½	3 or a minimum of 5s.	2	1½ or a minimum of 10 s.	1½	1	1½	3½	-	3	2½	2½	2½	3	3½		
Great Southern and Western - (2 & 10 Vict., cap. 196.)	-	-	3	2	1	4	2	7 (2 & 10 Vict., cap. 196.)	1½	2	2	3½	-	3½	2½	2½	2½	3½	3½		
Great Western - - - (10 & 11 Vict., cap. 226.)	2½	1½	2	1½	1	3	1½	1	1½	1½	2½	1½	3	2½	2½	2½	2½	3	3½		
Wilt, Somerset, and Weymouth (8 & 9 Vict., cap. 53.)	-	-	3	2	1½	5	2	7	1½	2	2	2	-	4	3	3	3	4	4		
Shrewsbury and Birmingham - (9 & 10 Vict., cap. 397.)	-	-	3	2	1	5	2	6	2	1½	1½	3	1½	4	3	3	3	4	4		
Shrewsbury and Chester - (9 & 10 Vict., cap. 251.)	-	-	2½	1½	1½	4	2	6 (9 & 10 Vict., cap. 251.)	1½	1½	1½	2	-	4	3	3	3	4	4		

MAXIMUM TOLLS—continued.

Passengers per Mile.					Per Mile.			Per Ton per Mile.													REMARKS.
Express.		Ordinary.			Horses.	Cattle.	Carriages.	Manure.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.	Merchandise.	Toll for use of Engines for drawing or propelling Carriages.		
1st Class.	2d Class.	1st Class.	2d Class.	3d Class.																	
d.	d.	d.	d.	d.																d.	
-	-	3	9	11	3	2	5 (7 & 8 Vict., cap. 85.)	1	1	1½	3	1	3	1½	2	2	3	3	-	-- The East Anglian Company may charge for passengers, articles, matters, and things conveyed upon the Railway for a less distance than six miles, tolls and charges as for six miles, and a reasonable charge for expense of loading and unloading goods.	
-	-	2	2	2	2	2	6	2	2½	2½	4	-	4	3	3	3	4	4	1	-- The Company may charge for articles or persons conveyed upon the Railway for a less distance than six miles as for six entire miles, and in addition to the prescribed tolls for conveyance, a reasonable charge for the expense of stopping, loading, and unloading.	
-	-	1½	1	-½	2	1	3	1	-½	1	1½	-	9½	2	2	2	2½	3	-	-- The Company may demand for articles, persons, or things conveyed upon the Railway for a less distance than six miles, charges, rates or tolls as for six miles.	
-	-	2	2	2	3	3	6	1	1½	1½	3	-	3	2	2	2	2	3	1	-- The Company may make a reasonable charge for loading and unloading goods, &c., where such services are performed by them.	
2	2	1½	1	-½	2	1	3	1	-½	1	2	-½	2½	2	2	2	2½	3	1	-- The Company may charge for articles or persons conveyed on the Railway for a less distance than six miles, tolls and charges as for six miles; and a reasonable sum for loading, covering, and unloading goods, and for delivery and collection, and any other services incidental to the business of a carrier where such services are performed by the Company. The Company may also charge Government duty in addition to the rates.	
-	-	2	2	2	3	3	6	1	1½	1½	1½	-	3	2	2	2	3	3	1	-- On this line the tolls and charges for articles or persons conveyed by the Railway for distances under six miles may be as for six miles, and a reasonable charge may be made for loading and unloading goods.	
-	-	2	2	2	3	1½	5	1	-½	-½	2	-½	3	2	2	2	3	3	1	-- On this line the charge for persons conveyed on the Railway for a less distance than four miles may be as for four miles, and for articles conveyed a less distance than two miles as for two miles; a reasonable charge may also be made for loading and unloading goods.	
-	-	2	2	2	3	2	6	1	1	1½	2	-	3	2	2	2	3	3	1	-- On this line the charge for passengers or articles conveyed upon the Railway for a less distance than six miles may be as for six miles, and a reasonable charge may be made for loading and unloading goods.	

MAXIMUM CHARGES.—continued.

NAME of RAILWAY COMPANY.	Passengers per Mile.					Per Mile.			Per Ton per Mile.										
	Express.		Ordinary.			Horses.	Cattle.	Carriages.	Manure.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.	Merchandise.
	1st Class.	2d Class.	1st Class.	2d Class.	3d Class.														
Lancashire and Yorkshire (22 & 23 Vict., cap. 110.)	d. 3	d. 3	d. 2½	d. 2	d. 1½	d. 3s or a minimum of 5s.	d. 2½	d. 4s or a minimum of 10s.	d. 1½	d. 1½	d. 1½	d. 1½	d. -	d. 3s	d. 2½	d. 2½	d. 3	d. 3s	d. 4s
London and North Western (9 & 10 Vict., cap. 201.)	2½	2½	2	1½	1	3 or a minimum charge of 5s.	2	4 or a minimum charge of 10s.	1½	1½	1½	1½	-	3	2½	2½	2½	3	3½
Chester and Holyhead (10 & 11 Vict., cap. 238. For distances not exceeding 15 miles)			3	2	1½	6	3	6	2	2	2½	2½	-	4	3	3	3	4	4
London and South Western (9 & 10 Vict., cap. 131.)			2½	1½	1	4	4	6	2	2	3	3		3	3	3	3	3	3
London, Brighton and South Coast (9 & 10 Vict., cap. 154.)	3	3	2½	1½	1½	5	1½	5½	2	2	2	4	2	-	2	2	3	6	6
Manchester, Sheffield, and Lincolnshire (12 & 13 Vict., cap. 81.)	3	3	3	2	1½	5 or a minimum of 5s.	2	5 or a minimum of 10s.	1½	1½	1½	1½	-	3	2½	2½	2½	3	4
Midland: (8 & 9 Vict., cap. 49.) Nottingham and Lincoln (8 & 9 Vict., cap. 56.) Syston and Peterborough	-	-	3	2	1½	5	2	5	1½	1½	1½	1½	1½	4	1½	2½	2½	4	4
North British (21 & 22 Vict., cap. 109.) (22 & 23 Vict., cap. 14.) Selkirk (23 & 24 Vict., cap. 140.) Jedburgh Railway (23 & 24 Vict., cap. 193.) Border Counties	-	-	3	2	1½	5 (For distances not exceeding 12 miles.)	2	6	2	2½	2½	2½	-	4	3	3	3	4	4
	-	-	3	2	1½	5	2	7	1½	2	2	2	-	4	3	3	3	4	4

MAXIMUM TOLLS—continued.

Passengers per Mile.					Per Mile.			Per Ton per Mile.													REMARKS.			
Express.					Ordinary.			Horse.	Cattle.	Carriages.	Miners.	Coal.	Fog Iron.	Manufactured Iron.	Sill.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.		Merchandise.	Toll for use of Engines for drawing or propelling Carriage.	
1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	1st Class.	2d Class.	3d Class.																	
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
2½	2½	1½	1½	1½	2½	1½	3½	1½	1½	3½	1½	1½	1½	1½	1½	2½	2	2	2	2	3	3	-	-- The Company may demand for all articles conveyed over the Railway for a less distance than six miles, tolls and charges as for six miles, together with a reasonable sum for loading, covering, and unloading goods, and for delivery and collection, and for any other service incidental to the business of a carrier. The Company may also charge Government duty in addition to the maximum charges.
2	2	1½	1	1	2	1	3	1	1	3	1	1	1½	1	1	2½	2	2	2	2	3	3	-	-- The Company may demand for all matters conveyed over the Railway for a less distance than six miles, tolls and charges as for six miles, and a reasonable sum for loading, covering, and unloading goods, and for delivery and collection, and any other service incidental to the business of a carrier, where such service is performed by the Company. The Company may also charge Government duty in addition to the maximum charges.
-	-	2	2	2	3	2	6	1	1	1½	2	-	3	2	2	2	2	2	2	3	3	3	1	-
-	-	2	2	2	1½	1½	4	2	2	3	3	-	3	3	3	3	3	3	3	3	3	3	In the discretion of the Company.	-- The Company may demand for passengers and things conveyed on the Railway for a less distance than six miles, charges as for six miles.
-	-	2	2	2	1½	1½	4	1	1½	1½	1½	-	3	2	2	2	2	2	2	3	3	3	At the discretion of the Company.	-- The Company may make a reasonable charge for loading and unloading goods, where such service is performed by them.
2	2	2	1½	1	2	2	4	1	1½	1½	1½	1	3	2	2	2	2	2	2	3	3	3	-	-- The Company may demand for articles, matters, persons, or things conveyed upon the Railway for a less distance than six miles, tolls and charges as for six miles, together with a reasonable sum for covering, loading, and unloading goods, and for delivery and collection, and for any other service incidental to the business of a carrier, a reasonable sum for warehousing and wharfrage of goods, or for any other extraordinary service performed by the Company. The Company may also charge Government duty in addition to the maximum charges.
-	-	2	2	2	1½	1½	4	1	1½	1½	1½	1	3	2	2	2	2	2	2	3	3	3	At the discretion of the Company.	-- For passengers conveyed a less distance than six miles, the Company may charge as for six miles, and also demand a reasonable sum for loading and unloading goods, &c., where such service is performed by them.
-	-	2	2	2	5	3	6	2	2½	2½	2½	-	4	3	3	3	3	3	3	4	4	4	1	-- For all articles or persons conveyed on the North British Railway for a less distance than six miles, the Company may demand tolls and charges as for six miles; and also a reasonable sum for the use of any warehouse, wharf, basin, dock, and a further reasonable sum for collecting and delivering goods and other articles, and other service incidental to the business of a carrier, where such services respectively are performed by the Company.
-	-	2	2	2	2	2	6	2	2½	2½	2½	-	4	3	3	3	3	3	3	4	4	4	1	

MAXIMUM CHARGES—continued.

NAME of RAILWAY COMPANY.	Passengers per Mile.					Per Mile.			Per Ton per Mile.												
	Express.		Ordinary.			Horses.	Cattle.	Carriages.	Manure.	Coal.	Fg. Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.	Merchandise.		
	1st Class.	2d Class.	1st Class.	2d Class.	3d Class.																
North Eastern (17 & 18 Vict., cap. 212.)	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.		
	1	2½	3	2	1½	for distances under 15 miles.	3 or a minimum charge of 2 s. under 15 miles.	5 or a minimum charge of 7 s. 6 d. under 15 miles.	1	1½	2	-	-	3½	2½	2½	2½	3½	3½		
	(For distances under 20 miles.)																				
North Staffordshire (9 & 10 Vict., cap. 84.)	-	-	2	1½	1	1	2	5	1½	1½	1½	1½	-	4	2½	2½	2½	4	4		
South Eastern (8 & 9 Vict., cap. 197.)	-	-	3	2	1	5	2	7	1½	2	2	2	-	1	5	5	5	4	4		
Reading, Guildford, and Reigate (15 Vict., cap. 103.)	-	-	2½	1½	1	1	2	7	1½	2	2	2	10	10	2	2	12	3	3		
West Midland (5 & 9 Vict., cap. 184.) Oxford, Worcester, and Wolverhampton.	-	-	5	2	1½	5	2	7	2	1½	1½	1½	1½	4	3	3	5	4	4		
Newport, Abergavenny and Hereford (9 & 10 Vict., cap. 303.)	-	-	2½	1½	1	5	1	6	1	1	-	-	-	3	3	4	3	3	3		
Worcester and Hereford (16 & 17 Vict., cap. 184.)	-	-	3	2	1½	5	2	7	2	1½	2	2	1½	4	3	3	3	4	4		

Board of Trade, 8 May 1862.

MAXIMUM TOLLS—continued.

Passengers per Mile.					Per Mile.			Per Ton per Mile.														REMARKS.
Express.		Ordinary.			Horses.	Cattle.	Carriages.	Mazons.	Coal.	Pig Iron.	Manufactured Iron.	Salt.	Cotton.	Grain.	Flour.	Sugar.	Manufactured Goods.	Merchandise.	Toll for use of Engines for drawing or propelling Carriages.			
1st Class.	2d Class.	1st Class.	2d Class.	3d Class.																		
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.		
The Company are required to make an abatement from the tolls hereinbefore mentioned to persons employing their own waggons or trucks for the conveyance of goods, animals, or minerals, equal in amount to the sum which shall for the time being be allowed by the Railway Clearing House Regulations to one Company for the use by another Company of the like waggons or trucks. The Company may charge a reasonable sum for loading, unloading, collecting, reuniting or delivering, and for providing covers for minerals, goods, articles, or animals.																					-- For persons or articles carried on the Railway for a less distance than six miles, the Company may demand tolls as for six miles, and also a reasonable sum for loading and unloading and providing covers for minerals, goods, or articles.	
-	-	2	2	2	1½	1½	6	1	1	1	1	-	2	1½	1½	1½	2	2		1	-- For articles or persons conveyed on the Railway for a less distance than six miles, the Company may demand tolls as for six miles, and for loading and unloading goods, &c.	
-	-	2	2	2	1½	1½	4	1	1½	1½	1½	1	3	2	2	2	3	3	At the discretion of the Company.		-- For articles or persons conveyed on the Railway for a less distance than six miles, the Company may demand tolls and charges as for six miles, exclusive of a reasonable sum for loading and unloading goods, &c., where such service is performed by them.	
-	-	2	2	2	3	3	5	1	1	1	1	1	2	1	1	1	2	2		1	-- For articles or persons conveyed on the Railway for a less distance than six miles, the Company may demand tolls and charges as for six miles, and a sum for the loading and unloading of goods, where such service is performed by them.	
-	-	2	2	2	3	3	5	1	1	1	2	1	3	2	2	2	3	3		1	-- For articles or persons conveyed on the Railway for a less distance than six miles, the Company may demand tolls and charges as for six miles, and a sum for the loading and unloading of goods, where such service is performed by them.	
-	-	2	2	2	3	3	6	1	1	-	-	-	2	2	2	2	2	2	2d. passengers, &c.; 1d. coals, &c.; 1d. other goods.			
-	-	2	2	2	3	3	5	1	1	1	2	1	3	2	2	2	3	3		1	-- For articles or persons conveyed on the Railway for a less distance than six miles, the Company may demand tolls and charges as for six miles, and also charge for loading and unloading goods, &c., where such service is performed by them.	

Edgar A. Downing, Registrar.

RAILWAYS.

RETURN showing the MAXIMUM TOLLS authorised to be taken by each RAILWAY COMPANY whose Capital Expenditure on 31st December 1861 exceeded £5,000,000, for use of their respective Railways; and the MAXIMUM CHARGES authorised to be made by the COMPANIES for the Conveyance of Passengers, Animals, and Articles upon their respective Railways; &c.

(*Mr. Haasard.*)

*Ordered, by The House of Commons, to be Printed,
12 May 1862.*

229.

Under 2 oz.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF FIVE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1859 TO 31st DECEMBER 1859 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1862.

53145
4902.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1.	2.	3.	INCOME.							
NAMES OF COUNTIES.	Balance in Treasurers' Hands 1st January 1859.	Balance due to the Treasurers, 1st January 1859.	4.	5.	6.	7.	8.	9.	10.	
			Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Toll.	TOTAL Income	
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
BEDFORDSHIRE -	2,187 10 4	- - -	5,361 4 10	14 17 3	- - -	0 1 6	16 18 0	- - -	5,393 1 1	
BERKSHIRE -	2,779 6 9	256 5 1	8,094 7 10	113 0 0	185 6 8	- - -	144 11 10	- - -	8,537 1 1	
BUCKINGHAMSHIRE -	2,684 19 6	37 4 10	7,873 4 6	479 14 7	- - -	1 6 6	369 11 8	- - -	8,723 1 1	
CAMBRIDGESHIRE -	3,535 4 9	- - -	8,183 2 9	394 6 2	- - -	0 12 6	163 7 2	- - -	8,741 1 1	
CHESHIRE -	8,664 19 9	570 2 4	34,919 3 2	421 10 0	- - -	14 16 9	1,598 7 4	- - -	36,953 1 1	
CORNWALL -	6,766 16 1	313 1 3	19,110 6 0	- - -	- - -	3 12 3	195 15 0	- - -	19,309 1 1	
CUMBERLAND -	1,557 18 4	821 5 9	11,277 11 5	346 15 2	- - -	11 5 0	384 6 4	2,720 0 0	14,739 1 1	
DERBYSHIRE -	11,036 2 1	375 3 7	31,391 7 5	1,416 10 10	860 8 1	15 8 0	323 18 7	- - -	34,007 1 1	
DEVONSHIRE -	10,118 5 8	327 16 0	42,760 9 10	1,293 15 4	30 0 0	9 19 0	419 15 3	- - -	44,513 1 1	
DORSETSHIRE -	6,580 13 2	207 14 11	16,625 11 5	118 19 0	81 0 11	2 1 3	125 7 10	- - -	16,953 1 1	
DURHAM -	2,831 18 4	386 15 7	18,150 14 5	457 11 5	111 18 1	12 3 6	227 4 2	- - -	18,959 1 1	
ESSEX -	1,316 13 2	381 17 5	15,422 1 4	- - -	- - -	0 1 0	1,053 18 11	- - -	16,476 1 1	
GLOUCESTERSHIRE -	9,854 11 3	1,202 9 0	45,746 4 5	1,029 11 7	- - -	19 12 2	559 15 9	- - -	47,355 1 1	
HAMPSHIRE -	7,597 17 4	2,112 4 9	16,378 2 6	4,542 10 8	20 0 0	11 10 6	543 2 3	- - -	21,495 1 1	
HEREFORDSHIRE -	1,809 5 11	4,294 10 8	16,983 13 9	519 15 8	- - -	2 1 9	379 7 5	- - -	17,884 1 1	
HERTFORDSHIRE -	4,031 14 6	- - -	8,714 3 10	41 19 10	- - -	- - -	292 4 5	- - -	9,048 1 1	
HUNTINGDONSHIRE -	2,339 11 2	- - -	4,888 11 10	252 10 0	- - -	- - -	89 13 6	- - -	5,230 1 1	
KENT -	12,390 2 4	187 3 0	37,373 14 9	1,204 12 7	- - -	1 7 6	2,066 5 10	- - -	40,646 1 1	
LANCASHIRE -	22,346 5 9	911 19 8	88,820 4 5	801 18 11	50 0 0	75 4 3	1,742 17 11	5,000 0 0	96,490 1 1	
LEICESTERSHIRE -	4,000 8 10	333 14 2	18,025 10 10	- - -	- - -	44 0 2	174 0 2	- - -	18,243 1 1	
LINCOLNSHIRE -	6,387 16 0	101 15 8	19,061 13 4	1,632 15 10	520 0 0	9 9 0	311 0 10	- - -	21,534 1 1	
MIDDLESEX -	26,243 2 10	- - -	78,692 7 9	- - -	- - -	- - -	4,445 4 10	- - -	83,137 1 1	
MONMOUTHSHIRE -	2,635 17 1	70 4 0	12,128 0 5	518 11 0	- - -	1 2 6	129 12 4	- - -	12,777 1 1	
NORFOLK -	6,702 4 2	129 14 1	10,378 12 8	- - -	- - -	3 6 0	188 9 9	- - -	10,570 1 1	
NORTHAMPTONSHIRE -	6,720 2 7	26 4 7	20,106 15 8	1,008 11 8	- - -	0 4 0	333 5 5	- - -	21,448 1 1	
NORTHUMBERLAND -	2,389 7 6	1,694 11 9	14,017 14 5	550 5 2	85 10 2	5 6 3	394 1 5	- - -	15,058 1 1	
NOTTINGHAMSHIRE -	7,952 11 1	3,015 10 9	12,956 18 1	404 1 11	239 15 7	6 7 2	322 2 0	- - -	13,999 1 1	
OXFORDSHIRE -	6,117 2 11	459 10 9	14,150 9 1	761 10 4	160 18 0	4 0 9	57 13 1	- - -	15,194 1 1	
RUTLANDSHIRE -	239 1 8	3 14 2	1,736 8 0	- - -	- - -	0 13 10	328 5 10	- - -	2,065 1 1	
SHROPSHIRE -	4,601 1 2	22 14 4	21,329 15 11	955 16 9	- - -	19 11 5	446 17 5	- - -	22,752 1 1	
SOMERSETSHIRE -	10,558 11 11	487 2 2	39,629 15 4	1,063 8 6	- - -	21 17 5	637 2 4	- - -	41,352 1 1	
STAFFORDSHIRE -	13,818 18 4	843 15 8	46,242 4 4	372 0 5	59 15 0	5 6 10	1,186 16 4	400 0 0	48,266 1 1	
SUFFOLK -	1,695 11 6	113 5 5	5,454 15 11	77 2 0	63 0 0	2 18 6	132 5 10	- - -	5,730 1 1	
SURREY -	8,914 7 0	- - -	37,610 5 8	225 10 2	- - -	- - -	441 14 5	- - -	38,277 1 1	
SUSSEX -	9,395 11 0	1,318 1 7	24,966 19 9	494 12 11	49 0 0	0 0 8	578 18 3	- - -	26,089 1 1	
WARWICKSHIRE -	3,807 5 6	407 5 4	19,788 14 9	435 19 11	- - -	7 12 9	183 4 2	- - -	20,415 1 1	
WESTMORLAND -	1,936 2 9	575 6 1	4,649 15 2	1 18 0	14 4 0	0 2 0	100 16 11	- - -	4,766 1 1	
WILTSHIRE -	6,404 0 3	657 4 11	20,822 16 9	632 7 0	- - -	6 5 6	540 8 9	200 0 0	22,201 1 1	
WORCESTERSHIRE -	9,656 10 4	301 5 8	28,076 9 7	823 11 4	- - -	1 12 9	317 2 0	- - -	29,218 1 1	
YORKSHIRE -	36,771 4 3	7,340 13 1	107,837 19 10	3,341 7 10	798 18 10	20 16 3	2,028 5 10	3,100 0 0	117,127 1 1	
TOTAL -	297,376 15 5	30,287 8 0	995,738 3 7	26,749 9 4	3,329 15 4	341 18 2	23,973 17 1	11,420 0 0	1,061,553 3 1	
WALES.										
ANGLESEY -	805 1 6	- - -	4,924 10 1	- - -	- - -	- - -	61 1 4	- - -	4,985 1 1	
CARNARVONSHIRE -	1,768 17 3	6 18 6	3,778 6 11	28 18 9	- - -	- - -	61 2 1	- - -	3,868 1 1	
DENBIGHSHIRE -	789 13 4	- - -	3,947 13 7	- - -	- - -	5 18 9	166 7 4	- - -	4,119 19 1	
FLINTSHIRE -	2,320 9 7	146 11 11	8,015 6 3	20 0 0	- - -	0 13 6	922 4 4	- - -	8,958 4 1	
MERIONETHSHIRE -	582 11 3	- - -	3,205 18 9	- - -	- - -	- - -	2 2 8	- - -	3,208 1 1	
MONTGOMERYSHIRE -	4,693 12 2	84 8 0	10,239 6 9	321 0 0	- - -	- - -	437 11 4	- - -	10,997 19 1	
SOUTH WALES, 6 Counties -	10,960 5 1	237 18 5	34,111 2 4	369 18 9	- - -	6 12 3	1,650 9 1	- - -	36,138 2 1	
	1,347 3 6	76 10 5	28,045 1 6	10,545 18 2	498 14 5	20 15 0	1,083 13 3	- - -	40,194 2 4	
TOTAL -	12,307 8 7	314 8 10	62,156 3 10	10,915 16 11	498 14 5	27 7 3	2,734 2 4	- - -	76,332 4 9	
SUMMARY.										
ENGLAND, 40 Counties -	297,376 15 5	30,287 8 0	995,738 3 7	26,749 9 4	3,329 15 4	341 18 2	23,973 17 1	11,420 0 0	1,061,553 3 1	
WALES, 12 Counties -	12,307 8 7	314 8 10	62,156 3 10	10,915 16 11	498 14 5	27 7 3	2,734 2 4	- - -	76,332 4 9	
TOTAL -	309,684 4 0	30,601 16 10	1,057,894 7 5	37,665 6 3	3,828 9 9	369 5 5	26,707 19 5	11,420 0 0	1,137,885 8 1	

TABLE 3 & 4 WILL IV. Ca

DEBT OF INCOME.

DEBIT OF INCOME.																	
28.			29.			30.			37.			38.					
Rate of Interest per Cent.			Floating Debts.			Arrears of former Years.			Balance in 'Treasurers' Hands, 31st Dec. 1859.			TOTAL ASSETS.					
s.	d.	d.	Average.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
4	2	8	3½	441	6	4	-	-	-	2,225	17	9	2,225	17	9	11 Trusts.	
6	7	10	4	399	4	3	-	-	-	2,678	9	2	2,700	19	2	15 "	
8	9	6	4½	274	8	2	1	111	16	7	2,864	8	6	3,003	0	1	13 "
2	2	8	3½	-	-	-	-	-	-	3,711	14	2	3,814	18	4	13 "	
8	8	8	3½	787	11	11	1	718	8	6	9,378	18	10	11,281	1	6	40 "
11	3	10	4	153	19	0	11	47	0	0	7,070	15	0	7,123	13	10	14 "
5	11	2	2½	560	9	6	-	-	-	1,775	8	5	2,032	15	5	14 "	
2	17	4	4½	591	4	8	71	185	15	7	10,879	19	5	12,643	15	4	38 "
1	1	7	4½	1,165	5	11	71	57	11	9	13,769	6	6	14,677	12	3	32 "
4	11	2	4½	1,126	3	0	21	-	-	-	6,722	7	0	6,876	0	3	18 "
8	13	10	4½	480	16	8	24	1,198	17	2	4,096	9	8	5,902	9	6	18 "
11	0	0	5	425	15	6	-	80	0	0	1,862	3	8	2,146	12	2	5 "
4	0	8	3	1,746	19	9	18	177	7	10	9,575	7	4	10,299	1	7	41 "
2	3	17	3½	148	6	9	30	165	12	4	7,893	3	3	8,190	11	7	36 "
1	1	18	4½	129	15	4	8	-	-	-	1,931	16	4	2,044	13	10	14 "
0	0	0	4½	541	0	0	5	16	5	0	3,596	13	7	3,612	18	7	11 "
39	19	5	4	60	0	0	-	-	-	-	2,846	10	3	2,851	6	0	6 "
54	14	6	3½	4,264	0	3	46	171	18	7	15,474	6	10	15,873	17	4	48 "
726	9	1	3½	971	6	3	36	308	12	8	25,641	0	7	26,306	11	7	57 "
090	10	8	4½	-	-	-	14	-	-	-	4,588	12	9	5,018	12	0	22 "
369	16	5	4	377	12	6	2	13	13	4	6,958	13	9	7,040	4	3	30 "
4,951	14	4	4½	12,025	17	3	2	-	-	-	25,214	18	8	25,821	4	4	7 "
5,293	2	5	4½	59	15	9	8	-	-	-	2,737	6	7	3,126	6	7	11 "
40,422	15	5	3½	83	19	2	2	-	-	-	6,980	15	5	6,986	15	5	17 "
61,176	7	8	3½	75	9	5	17	16	2	5	6,909	11	0	6,976	6	9	27 "
92,904	5	11	3½	50	0	0	2	1,581	15	8	2,567	1	8	4,401	16	4	16 "
82,429	0	5	4	262	13	4	16	179	14	10	7,079	17	0	7,517	16	0	21 "
70,175	10	0	4	287	1	2	4	78	8	10	6,148	9	4	6,529	14	10	21 "
3,679	0	5	4½	-	-	-	-	-	-	-	328	18	4	328	18	4	4 "
92,555	11	11	3½	368	7	10	17	323	8	8	5,106	16	0	5,845	11	3	26 "
208,801	16	1	3½	446	8	9	3	583	16	7	11,199	2	7	12,393	5	11	25 "
154,727	0	8	3½	2,354	6	1	24	485	2	0	13,316	19	11	14,060	13	5	50 "
17,562	8	2	2½	264	8	2	4	55	0	0	1,848	13	1	2,003	13	0	14 "
71,451	15	8	2½	717	8	2	18	-	-	-	11,203	12	4	11,472	13	2	19 "
222,156	11	0	3½	4,147	5	7	88	1,816	4	0	10,000	8	5	11,832	12	5	52 "
53,480	17	1	4½	303	9	0	9	186	9	9	3,476	14	6	4,194	3	10	34 "
40,769	15	6	2½	-	-	-	-	520	16	1	1,980	11	9	2,581	1	9	10 "
81,246	7	2	4	1,501	13	11	20	132	13	4	7,330	13	6	7,848	2	4	36 "
46,782	15	4	3½	1,652	0	10	9	72	2	0	7,529	14	4	8,109	4	11	31 "
707,183	18	6	3½	9,793	17	11	97	6,754	0	9	38,665	17	6	46,825	10	1	130 "
640,224	7	10	-	49,039	10	1	759	16,038	14	3	315,368	6	8	344,522	2	0	1,047 "
5,513	4	4	5	100	0	0	1	191	2	0	768	7	7	969	9	7	2 "
24,534	9	3	3½	-	-	-	-	-	-	-	1,598	8	5	1,667	12	9	4 "
14,802	0	6	5	-	-	-	-	146	0	9	1,100	6	10	1,306	6	3	7 "
60,047	9	0	4½	-	-	-	22	3,133	9	2	2,345	9	1	5,696	9	11	14 "
16,529	4	0	3½	-	-	-	-	-	-	-	654	8	10	654	8	10	5 "
70,055	19	8	4½	80	3	0	11	432	3	4	4,773	3	5	5,700	6	0	21 "
191,482	6	9	-	180	3	0	36	3,902	15	3	11,240	4	2	15,284	13	4	53 "
141,053	10	11	3½	-	-	-	-	281	11	0	2,864	18	7	4,178	4	1	6 "
332,535	17	8	-	180	3	0	36	4,184	6	3	14,103	2	9	20,162	17	5	59 "
640,224	7	10	-	49,039	10	1	759	16,038	14	3	315,368	6	8	344,522	2	0	1,047 "
132,535	17	8	-	180	3	0	36	4,184	6	3	14,103	2	9	20,162	17	5	59 "
172,760	5	6	-	49,219	13	1	796	20,223	0	6	329,473	9	5	364,684	19	5	1,106 "

N

CO

EN

BEDFOL
BERKSH
BUCKINCAMBR
CHESH
CORNW
CUMBERDERBY
DEVON
DORSET
DURHAM

ESSEX

GLOUCE

HAMPS
HEREF
HERTF
HUNTING

KENT

LANCASH
LEICEST
LINCOLNMIDDLE
MONMOUTHNORFOLK
NORTH
NORTH
NOTTING

OXFORD

RUTLAND

SHROPS
SOMERSET
STAFFORD
SUFFOLK
SURREY
SUSSEXWARWICK
WESTM
WILTSH
WORCESTER

YORKSHIRE

W

ANGLESEA

CARNARVON

DENBIGH

FLINTSHIRE

MERIONETH

MONTGOMERY

SOUTHERN
6 CO

SUI

ENGLAND
40 CO
WALES
12 CO

W

AN ABSTRACT of the General Statements of INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in the different Counties in *England*
and *Wales* : viz.—

ENGLAND :

County of BEDFORD	-	-	11 Trusts	-	-	p. 6
— BERKS	-	-	15 Trusts	-	-	p. 6
— BUCKS	-	-	13 Trusts	-	-	p. 6
— CAMBRIDGE	-	-	13 Trusts	-	-	p. 10
— CHESTER	-	-	40 Trusts	-	-	p. 10
— CORNWALL	-	-	14 Trusts	-	-	p. 14
— CUMBERLAND	-	-	14 Trusts	-	-	p. 14
— DERBY	-	-	38 Trusts	-	-	p. 14
— DEVON	-	-	32 Trusts	-	-	p. 18
— DORSET	-	-	18 Trusts	-	-	p. 18
— DURHAM	-	-	18 Trusts	-	-	p. 22
— ESSEX	-	-	5 Trusts	-	-	p. 22
— GLOUCESTER	-	-	41 Trusts	-	-	p. 22
— HANTS	-	-	36 Trusts	-	-	p. 26
— HEREFORD	-	-	14 Trusts	-	-	p. 30
— HERTFORD	-	-	11 Trusts	-	-	p. 30
— HUNTINGDON	-	-	6 Trusts	-	-	p. 30
— KENT	-	-	48 Trusts	-	-	p. 34
— LANCASTER	-	-	57 Trusts	-	-	p. 34
— LEICESTER	-	-	22 Trusts	-	-	p. 38
— LINCOLN	-	-	30 Trusts	-	-	p. 42
— MIDDLESEX	-	-	7 Trusts	-	-	p. 42
— MONMOUTH	-	-	11 Trusts	-	-	p. 46
— NORFOLK	-	-	17 Trusts	-	-	p. 46
— NORTHAMPTON	-	-	27 Trusts	-	-	p. 46
— NORTHUMBERLAND	-	-	16 Trusts	-	-	p. 50
— NOTTINGHAM	-	-	21 Trusts	-	-	p. 50
— OXFORD	-	-	21 Trusts	-	-	p. 50
— RUTLAND	-	-	4 Trusts	-	-	p. 54
— SALOP	-	-	26 Trusts	-	-	p. 54
— SOMERSET	-	-	25 Trusts	-	-	p. 54
— STAFFORD	-	-	50 Trusts	-	-	p. 58
— SUFFOLK	-	-	14 Trusts	-	-	p. 62
— SURREY	-	-	19 Trusts	-	-	p. 62
— SUSSEX	-	-	52 Trusts	-	-	p. 66
— WARWICK	-	-	34 Trusts	-	-	p. 66
— WESTMORLAND	-	-	10 Trusts	-	-	p. 70
— WILTS	-	-	36 Trusts	-	-	p. 70
— WORCESTER	-	-	31 Trusts	-	-	p. 74
— YORK	-	-	130 Trusts	-	-	p. 74

WALES :

County of ANGLESEY	-	-	2 Trusts	-	-	p. 86
— CARNARVON	-	-	4 Trusts	-	-	p. 86
— DENBIGH	-	-	7 Trusts	-	-	p. 86
— FLINT	-	-	14 Trusts	-	-	p. 86
— MERIONETH	-	-	5 Trusts	-	-	p. 86
— MONTGOMERY	-	-	21 Trusts	-	-	p. 90
SOUTH WALES	-	-	6 Trusts	-	-	p. 90

ENGLAND.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Barford - - - - -	360 2 6	- - -	495 0 0	- - -	- - -	0 1 6	- - -	- - -
Bedford and Kimbolton - - -	127 10 9	- - -	300 18 4	- - -	- - -	- - -	1 18 0	- - -
Bedford and Luton - - -	148 15 7	- - -	457 10 0	- - -	- - -	- - -	0 16 6	- - -
Bedford and Newport Pagnell - -	74 9 5	- - -	272 8 4	14 17 3	- - -	- - -	- - -	- - -
Bedford and Woburn - - -	67 5 7	- - -	460 15 7	- - -	- - -	- - -	0 4 0	- - -
Biggleswade to Alconbury Hill - -	228 18 3	- - -	744 0 0	- - -	- - -	- - -	9 12 0	- - -
Great Staughton to Lavendon - -	157 14 2	- - -	605 10 0	- - -	- - -	- - -	- - -	- - -
Hitchin and Bedford - - -	279 17 1	- - -	538 15 11	- - -	- - -	- - -	- - -	- - -
Hockliffe and Woburn - - -	228 8 7	- - -	600 0 0	- - -	- - -	- - -	- - -	- - -
Luton District - - -	368 12 4	- - -	610 0 0	- - -	- - -	- - -	- - -	- - -
Puddlehill - - -	145 16 1	- - -	276 6 8	- - -	- - -	- - -	4 7 6	- - -
£	2,187 10 4	- - -	5,361 4 10	14 17 3	- - -	0 1 6	16 18 0	- - -
COUNTY OF BERKS.								
Besselsleigh to Hungerford - -	5 3 4	- - -	707 16 9	113 0 0	61 6 8	- - -	- - -	- - -
Chilton - - -	18 5 2	- - -	449 10 5	- - -	- - -	- - -	20 8 0	- - -
Fyfield - - -	- - -	32 17 8	142 15 11	- - -	- - -	- - -	8 9 0	- - -
Fyfield, St. John's Bridge, and Newbridge - - -	36 0 5	- - -	665 0 0	- - -	- - -	- - -	- - -	- - -
Harwell and Streatley - - -	216 3 10	- - -	60 0 0	- - -	100 0 0	- - -	- - -	- - -
Hincksey Road - - -	393 2 7	- - -	304 12 10	- - -	- - -	- - -	1 11 7	- - -
Hurley - - -	94 18 4	- - -	49 14 7	- - -	- - -	- - -	- - -	- - -
Leckford or Sousley Water - - -	38 9 10	- - -	65 0 0	- - -	- - -	- - -	- - -	- - -
Maidenhead - - -	201 0 10	- - -	602 4 9	- - -	- - -	- - -	0 5 0	- - -
Reading and Basingstoke - - -	266 5 9	- - -	695 15 0	- - -	- - -	- - -	7 3 6	- - -
Shillingford, Wallingford, and Reading - - -	204 13 6	- - -	1,091 1 8	- - -	- - -	- - -	90 0 0	- - -
Speenhamland, Districts of Reading and Marlborough - - -	225 5 2	- - -	401 11 8	- - -	- - -	- - -	8 0 0	- - -
Twyford and Theale - - -	868 14 4	- - -	931 13 4	- - -	- - -	- - -	8 5 0	- - -
Wallingford, Wantage, and Faring- don - - -	- - -	223 7 5	1,464 9 11	- - -	- - -	- - -	0 9 9	- - -
Windsor Forest - - -	208 3 8	- - -	463 0 0	- - -	24 0 0	- - -	- - -	- - -
£	2,779 6 9	256 5 1	8,094 7 10	113 0 0	185 6 8	- - -	144 11 10	- - -
COUNTY OF BUCKS.								
Aylesbury and Hockliffe - - -	93 7 5	- - -	615 0 0	- - -	- - -	- - -	6 0 0	- - -
Beaconsfield and Red Hill - - -	1,321 5 0	- - -	475 0 0	- - -	- - -	0 2 0	68 2 3	- - -
Beaconsfield and Stokenchurch - -	352 15 10	- - -	895 8 4	- - -	- - -	- - -	128 1 3	- - -
Bicester and Aylesbury - - -	- - -	18 18 11	722 0 0	282 17 0	- - -	0 18 0	9 2 6	- - -
Bromham and Olney - - -	157 2 10	- - -	410 0 0	- - -	- - -	- - -	2 0 0	- - -
Buckingham to Hanwell, Upper Division - - -	109 11 6	- - -	317 0 0	- - -	- - -	- - -	18 0 0	- - -
Buckingham and Newport Pagnell -	92 11 3	- - -	863 13 4	- - -	- - -	- - -	- - -	- - -
Buckingham and Towcester - - -	90 0 3	- - -	327 6 8	- - -	- - -	- - -	- - -	- - -
Colnbrook, Datchet, and Slough -	32 2 2	- - -	793 1 6	- - -	- - -	- - -	92 4 0	- - -
Holyhead Road, Hockliffe District -	- - -	18 5 11	253 5 0	196 17 7	- - -	0 2 0	- - -	- - -
Princes Risborough and Thame - -	307 16 5	- - -	643 0 0	- - -	- - -	0 4 6	- - -	- - -
Wendover and Buckingham - - -	106 4 8	- - -	1,100 0 0	- - -	- - -	- - -	20 0 0	- - -
Wendover and Oak Lane - - -	22 2 2	- - -	458 9 8	- - -	- - -	- - -	26 1 8	- - -
£	2,684 19 6	37 4 10	7,873 4 6	479 14 7	- - -	1 6 6	369 11 8	- - -

(a) Including team labour.

(b) Allowance to parishes.

ENGLAND.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
Income.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
495 1 6	136 18 0	40 6 7	73 2 2	- - -	- - -	42 18 2	- - -	20 0 0	42 0 0
302 16 4	71 0 6	- - -	(a) 103 14 7	- - -	- - -	26 5 10	5 0 0	12 12 0	25 0 0
458 6 6	153 13 0	78 3 11	124 1 10	- - -	- - -	32 17 9	- - -	20 0 0	50 0 0
287 5 7	65 1 0	23 3 10	94 3 10	- - -	- - -	16 1 8	5 5 0	20 0 0	30 0 0
460 19 7	73 6 1	69 13 2	93 14 8	- - -	- - -	18 8 7	- - -	20 0 0	40 0 0
753 12 0	219 15 10	88 19 2	115 0 3	- - -	66 1 3	20 8 5	20 0 0	25 0 0	100 0 0
605 10 0	198 19 0	52 10 2	75 14 0	- - -	36 13 6	45 3 7	7 0 0	15 0 0	26 0 0
538 15 11	100 18 7	93 6 1	83 2 6	- - -	9 16 4	62 18 3	5 5 0	32 0 0	80 0 0
600 0 0	101 4 0	43 0 6	156 17 3	- - -	- - -	19 10 9	25 0 0	25 0 0	40 0 0
610 0 0	- - -	- - -	- - -	- - -	- - -	33 10 7	- - -	10 0 0	- - -
280 14 2	50 14 6	7 4 0	59 1 3	- - -	- - -	19 15 10	- - -	40 0 0	40 0 0
5,393 1 7	1,111 10 6	496 7 5	980 12 4	- - -	112 11 1	337 19 5	67 10 0	239 12 0	473 0 0
882 3 5	194 14 8	106 10 2	45 1 10	- - -	3 10 0	83 7 3	5 0 0	10 0 0	50 0 0
469 18 5	101 2 5	162 12 10	93 12 0	- - -	5 0 0	17 12 4	- - -	10 10 0	40 0 0
151 4 11	41 13 8	9 5 4	27 8 6	- - -	1 0 0	5 1 11	- - -	10 10 0	12 0 0
645 0 0	188 17 11	124 0 9	109 9 6	- - -	7 0 0	30 8 11	10 0 0	20 0 0	40 0 0
160 0 0	- - -	- - -	- - -	- - -	- - -	1 18 0	- - -	10 0 0	10 0 0
306 5 5	107 0 4	49 4 6	30 3 6	- - -	4 2 6	23 11 3	- - -	10 10 0	- - -
49 14 7	- - -	- - -	- - -	- - -	- - -	0 7 0	- - -	5 0 0	- - -
65 0 0	(b) 50 0 0	- - -	- - -	- - -	- - -	4 8 10	- - -	5 0 0	- - -
602 9 9	84 10 3	37 6 5	45 19 8	- - -	2 1 7	46 12 2	10 0 0	40 0 0	50 0 0
702 18 6	222 8 4	161 15 10	24 8 0	- - -	- - -	98 6 8	- - -	30 0 0	50 0 0
1,181 1 8	140 14 0	39 12 4	44 13 0	- - -	- - -	19 7 8	- - -	30 0 0	40 0 0
409 11 8	240 0 0	34 6 0	13 3 6	- - -	- - -	13 16 10	- - -	40 0 0	- - -
939 18 4	237 3 11	23 1 0	6 15 0	- - -	13 2 6	94 6 9	- - -	41 6 0	57 15 0
1,464 19 8	240 0 3	476 17 9	98 3 10	- - -	5 0 0	44 9 1	10 0 0	20 0 0	75 0 0
487 0 0	117 17 11	54 14 8	37 17 6	- - -	2 13 0	43 19 0	15 0 0	30 0 0	50 0 0
8,537 6 4	1,966 3 8	1,286 7 7	576 13 10	- - -	44 3 0	527 13 3	50 0 0	312 16 0	474 15 0
621 0 0	(b) 304 3 0	- - -	- - -	- - -	- - -	17 2 8	15 15 0	25 0 0	40 0 0
543 4 3	267 9 4	11 7 6	159 9 4	- - -	- - -	40 7 2	15 15 0	15 15 0	30 0 0
1,023 9 7	320 8 5	93 7 0	27 17 8	- - -	- - -	49 3 11	- - -	23 2 0	85 0 0
1,014 17 6	(a) 272 8 5	- - -	407 4 6	- - -	- - -	24 19 7	20 0 0	25 0 0	40 0 0
412 0 0	133 19 11	56 7 11	57 17 0	- - -	- - -	20 12 5	10 0 0	15 0 0	33 0 0
335 0 0	136 2 5	32 8 10	15 6 0	- - -	7 1 7	- - -	10 0 0	10 10 0	30 0 0
863 13 4	249 1 8	34 4 8	309 17 5	- - -	3 4 0	51 12 5	5 0 0	25 0 0	45 0 0
327 6 8	179 13 2	19 3 6	9 8 6	- - -	- - -	23 0 6	- - -	- - -	- - -
885 5 6	287 7 4	96 16 7	109 12 1	- - -	- - -	240 13 3	- - -	50 0 0	52 0 0
450 4 7	174 9 7	51 15 0	129 5 2	- - -	- - -	12 15 0	5 0 0	- - -	30 0 0
643 4 6	(c) 382 0 0	- - -	- - -	- - -	- - -	24 16 0	10 0 0	10 0 0	15 0 0
1,120 0 0	(d) 599 16 10	- - -	- - -	- - -	- - -	67 8 4	25 0 0	25 0 0	73 10 0
484 11 4	243 10 9	45 1 2	31 8 0	- - -	- - -	15 14 10	- - -	25 0 0	84 0 0
8,723 17 3	3,550 10 10	440 12 2	1,257 5 6	- - -	10 5 7	588 5 11	116 10 0	249 7 0	559 10 0

(c) Paid to parishes.

(d) Contract work.

ENGLAND.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Barford - - - - -	4 13 4	42 14 1	- - -	- - -	5 4 4	- - -	407 16 8
Bedford and Kimbolton - - -	57 11 10	- - -	- - -	- - -	0 16 1	- - -	304 0 10
Bedford and Luton - - - -	5 2 8	- - -	- - -	- - -	3 5 0	- - -	467 4 2
Bedford and Newport Pagnell - -	4 2 8	- - -	- - -	- - -	2 10 0	- - -	260 8 0
Bedford and Woburn - - - -	4 12 8	41 10 0	- - -	- - -	5 2 3	- - -	366 7 3
Biggleswade to Alconbury Hill - -	10 2 4	- - -	- - -	- - -	20 9 0	- - -	685 16 3
Great Staughton to Lavendon - -	10 1 8	83 7 9	- - -	- - -	6 7 0	- - -	556 16 8
Hitchin and Bedford - - - -	- - -	20 1 5	- - -	297 0 0	3 11 0	- - -	787 19 2
Hockliffe and Woburn - - - -	- - -	50 0 0	- - -	- - -	16 12 6	- - -	477 5 0
Luton District - - - - -	- - -	308 18 4	- - -	(b) 381 12 0	2 16 0	- - -	736 16 11
Puddlehill - - - - -	80 1 6	- - -	- - -	- - -	7 6 0	- - -	304 3 1
£	176 8 8	546 11 7	- - -	678 12 0	73 19 2	- - -	5,354 14 2
COUNTY OF BERKS.							
Besselsleigh to Hungerford - -	212 13 1	67 5 4	- - -	- - -	11 13 2	61 6 8	851 2 2
Chilton - - - - -	- - -	12 0 0	- - -	- - -	2 10 1	- - -	451 19 8
Fyfield - - - - -	- - -	32 0 0	12 4 10	- - -	1 0 9	- - -	132 5 0
Fyfield, St. John's Bridge, and Newbridge - - - - -	- - -	98 3 9	- - -	- - -	25 4 0	- - -	653 4 10
Harwell and Streatley - - - -	3 18 2	35 0 0	- - -	- - -	0 2 1	100 0 0	160 18 3
Hincksey Road - - - - -	8 18 8	- - -	- - -	- - -	18 3 0	- - -	251 13 9
Hurley - - - - -	- - -	59 0 0	- - -	- - -	3 7 9	- - -	67 14 9
Leckford or Sousley Water - - -	- - -	- - -	- - -	- - -	0 6 10	- - -	59 15 8
Maidenhead - - - - -	- - -	124 9 2	- - -	199 15 0	38 3 1	- - -	679 10 9
Reading and Basingstoke - - -	- - -	13 17 6	- - -	100 0 0	32 8 9	- - -	733 5 1
Shillingford, Wallingford, and Reading - - - - -	- - -	275 19 0	- - -	(c) 390 0 0	32 9 9	- - -	1,012 15 4
Speenhamland, Districts of Reading and Marlborough - - - -	11 8 10	47 11 6	- - -	- - -	11 6 8	- - -	411 13 4
Twyford and Theale - - - - -	28 1 7	149 0 0	- - -	497 10 0	24 9 9	- - -	1,172 11 6
Wallingford, Wantage, and Faring- don - - - - -	- - -	224 4 1	- - -	- - -	32 13 11	- - -	1,226 8 11
Windsor Forest - - - - -	4 4 0	74 2 10	- - -	50 0 0	26 8 8	24 0 0	530 17 7
£	269 4 4	1,212 13 2	12 4 10	1,237 5 0	260 8 3	185 6 8	8,415 16 7
COUNTY OF BUCKS.							
Aylesbury and Hockliffe - - -	6 16 2	35 0 0	- - -	- - -	22 13 6	- - -	466 10 2
Beaconsfield and Red Hill - - -	12 13 2	- - -	- - -	- - -	22 2 8	- - -	574 19 2
Beaconsfield and Stokenchurch - -	9 10 3	55 6 1	- - -	(f) 300 0 0	101 8 0	- - -	1,065 3 2
Bicester and Aylesbury - - - -	35 14 11	165 0 0	- - -	- - -	27 9 4	- - -	1,017 16 9
Bromham and Olney - - - - -	8 12 6	66 16 0	- - -	- - -	22 13 3	- - -	426 19 0
Buckingham to Hanwell, Upper Division - - - - -	2 18 6	24 6 1	- - -	- - -	14 2 4	- - -	282 15 9
Buckingham and Newport Pagnell -	14 2 10	177 10 0	- - -	- - -	4 0 0	- - -	918 13 0
Buckingham and Towcester - - -	18 1 6	- - -	- - -	- - -	8 2 6	- - -	257 9 8
Colnbrook, Datchet, and Slough - -	- - -	5 0 0	5 0 0	- - -	(h) 152 18 1	- - -	999 7 4
Holyhead Road, Hockliffe District -	34 13 1	88 0 2	- - -	- - -	5 18 2	- - -	531 16 2
Princes Risborough and Thame - -	8 12 10	41 7 9	25 11 11	99 10 0	14 14 0	- - -	631 12 6
Wendover and Buckingham - - -	42 10 8	235 0 0	- - -	- - -	14 0 0	- - -	1,082 5 10
Wendover and Oak Lane - - - -	- - -	- - -	- - -	- - -	10 15 6	- - -	455 10 3
£	194 6 5	893 6 1	30 11 11	399 10 0	420 17 4	- - -	8,710 18 9

(Continued from page 7.)

(a) From Christmas 1859. (b) For debts of 477l. (c) For debts of 400l.
(g) Including 750l. at 4 per cent. (h) Including lighting and watering.

ENGLAND.

DEBTS.						ARREARS OF INCOME.					
37. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers, 31st Dec. 1859.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands, 31st Dec. 1859.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
965 15 1	5	67 17 5	394 15 11	-	1,428 8 5	-	-	-	-	447 7 4	447 7 4
3,436 13 4	(a) ½	-	-	-	3,456 13 4	-	-	-	-	126 6 3	126 6 3
-	-	76 9 2	-	-	76 9 2	-	-	-	-	189 17 11	139 17 11
-	-	82 9 4	-	-	82 9 4	-	-	-	-	101 7 0	101 7 0
1,037 10 0	4	74 10 5	-	-	1,112 0 5	-	-	-	-	161 17 9	161 17 9
-	-	-	-	-	-	-	-	-	-	296 14 0	296 14 0
2,777 0 0	3	-	-	-	2,777 0 0	-	-	-	-	206 7 6	206 7 6
297 0 0	4	140 0 0	-	-	437 0 0	-	-	-	-	30 13 10	30 13 10
1,000 0 0	5	-	-	-	1,000 0 0	-	-	-	-	351 3 7	351 3 7
8,173 0 9	3	-	257 14 11	-	8,430 14 11	-	-	-	-	241 15 5	241 15 5
7,729 0 3	4	-	2,326 0 9	-	10,055 1 0	-	-	-	-	122 7 2	122 7 2
25,435 16 8	-	441 6 4	2,978 11 7	-	28,855 16 7	-	-	-	-	2,225 17 9	2,225 17 9
3,950 0 0	3½	10 0 0	-	-	3,960 0 0	-	7 10 0	-	-	39 4 7	46 14 7
300 0 0	4	-	-	-	300 0 0	-	-	-	-	36 3 11	36 3 11
500 0 0	4	-	32 0 0	33 17 9	865 17 9	-	-	-	-	-	-
4,060 0 0	5	22 11 5	1,714 9 0	-	5,817 0 5	-	-	-	-	47 15 7	47 15 7
2,900 0 0	5	-	5,820 0 0	-	8,720 0 0	-	-	-	-	215 5 7	215 5 7
-	-	23 7 10	-	-	23 7 10	-	-	-	-	447 14 3	447 14 3
5,902 0 0	1	-	-	-	5,902 0 0	-	-	-	-	76 18 2	76 18 2
-	-	-	-	-	-	-	-	-	-	43 14 2	43 14 2
2,600 0 0	4 & 5	-	-	-	2,600 0 0	-	-	-	-	123 19 10	123 19 10
200 0 0	5	-	-	-	200 0 0	-	-	-	-	235 19 2	235 19 2
(d) 5,858 15 10	4	209 15 0	121 15 4	-	6,190 6 2	-	-	15 0 0	-	372 19 10	387 19 10
1,900 0 0	3½	-	13 0 0	-	1,913 0 0	-	-	-	-	223 3 6	223 3 6
2,500 0 0	5	-	19 18 4	-	2,519 18 4	-	-	-	-	636 1 2	636 1 2
4,660 0 0	5	36 0 0	-	-	4,696 0 0	-	-	-	-	15 3 4	15 3 4
1,450 0 0	(e) 5	97 10 0	36 15 0	-	1,584 5 0	-	-	-	-	164 6 1	164 6 1
37,100 15 10	-	399 4 3	7,757 17 8	33 17 9	45,291 15 6	-	7 10 0	15 0 0	-	2,678 9 2	2,700 19 2
700 0 0	5	-	-	-	700 0 0	-	-	-	-	247 17 3	247 17 3
-	-	-	-	-	-	-	-	-	-	1,289 10 1	1,289 10 1
1,350 0 0	4 & 5	163 15 0	32 2 0	-	1,525 17 0	-	-	20 0 0	-	311 2 3	331 2 3
3,900 0 0	5	-	5,280 0 0	21 18 2	8,601 18 2	-	-	-	65 3 3	-	65 3 3
2,230 0 0	4	-	216 16 0	-	2,446 16 0	-	-	-	-	142 8 10	142 8 10
505 0 0	5	7 1 6	-	-	512 1 6	-	-	6 15 0	-	161 15 9	168 10 9
(g) 3,700 0 0	5	-	-	-	3,700 0 0	-	-	-	-	37 11 7	37 11 7
2,010 0 0	none	-	-	-	2,010 0 0	-	-	-	-	159 17 3	159 17 3
-	-	51 0 0	-	81 19 8	132 19 8	-	-	-	-	-	-
(h) 13,300 12 6	4	52 11 8	9,228 9 3	99 17 6	22,681 10 11	-	-	-	-	319 8 5	319 8 5
1,015 0 0	4	-	-	-	1,015 0 0	-	-	-	-	143 18 10	190 12 2
4,700 0 0	5	-	-	-	4,700 0 0	-	-	-	46 13 4	51 3 3	51 3 3
32,790 12 6	-	274 8 2	14,757 7 3	203 15 4	48,026 3 3	-	-	26 15 0	111 16 7	2,864 8 6	3,003 0 1

(d) Reduced 100l. under the powers of Local Act.

(e) To be reduced to 4 per cent.

(f) For debts of 323l. 6s.

(g) Including 150l. at 5 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF CAMBRIDGE.								
Arrington	379 12 8	- - -	522 0 0	- - -	- - -	- - -	- - -	- - -
Cambridge and Ely ("The South District")	291 9 11	- - -	1,452 0 0	- - -	- - -	- - -	23 12 0	- - -
Chatteris, Wisbech, Tyd Gote, and Downham	348 8 11	- - -	2,124 1 8	- - -	- - -	- - -	20 1 8	- - -
Hauxton and Dunsbridge	200 8 7	- - -	902 0 0	- - -	- - -	- - -	10 10 0	- - -
Littleport to Welney ("The North-west District")	128 17 11	- - -	104 0 0	- - -	- - -	- - -	- - -	- - -
Newmarket Heath	561 5 4	- - -	154 15 11	- - -	- - -	- - -	16 5 0	- - -
Paper Mills	29 1 2	- - -	571 7 8	- - -	- - -	- - -	- - -	- - -
Red Cross	186 7 5	- - -	395 16 0	- - -	- - -	0 1 0	- - -	- - -
Royston to Wandesford Bridge, South District	111 6 7	- - -	293 8 4	- - -	- - -	- - -	(b)67 7 6	- - -
St. Neots to Cambridge	214 6 8	- - -	517 6 8	64 1 6	- - -	- - -	- - -	- - -
Stump Cross	791 6 3	- - -	330 13 4	- - -	- - -	0 11 6	12 9 0	- - -
Wimpole and Potton	31 16 7	- - -	215 0 0	3 11 4	- - -	- - -	- - -	- - -
Wisbech and Thorney	260 16 9	- - -	600 13 4	326 13 4	- - -	- - -	13 2 0	- - -
£	3,535 4 9	- - -	8,183 2 9	394 6 2	- - -	0 12 6	163 7 2	- - -
COUNTY OF CHESTER.								
Ashton and Frodsham	88 2 9	- - -	77 10 0	- - -	- - -	- - -	- - -	- - -
Chelford and Holmes Chapel	0 7 4	- - -	74 0 0	- - -	- - -	- - -	- - -	- - -
Chester, Farndon, and Worthenbury	41 6 7	- - -	318 8 10	- - -	- - -	- - -	- - -	- - -
Chester and Frodsham	34 15 0	- - -	435 0 0	- - -	- - -	1 19 9	8 0 0	- - -
Chester, Neston, and Woodside Ferry	298 0 2	- - -	2,000 0 0	- - -	- - -	0 2 6	30 10 0	- - -
Chester and Tarvin	370 15 3	- - -	645 0 0	- - -	- - -	4 19 6	8 0 0	- - -
Chester and Whitechurch	547 0 5	- - -	810 0 0	- - -	- - -	- - -	- - -	- - -
Chester and Wrexham	162 15 6	- - -	680 0 0	- - -	- - -	3 17 0	17 15 5	- - -
Congleton and Buxton	267 6 10	- - -	239 17 8	- - -	- - -	- - -	- - -	- - -
Craneage and Warrington, and Macclesfield and Nether Tabley (united)	- - -	144 6 0	2,390 0 0	- - -	- - -	3 8 0	179 11 11	- - -
Eastham and Woodbank	64 15 0	- - -	70 0 0	- - -	- - -	- - -	- - -	- - -
Frodsham and Wilderspool	486 1 0	- - -	715 0 0	55 0 0	- - -	- - -	20 15 10	- - -
Hinderton and Birkenhead	222 7 3	- - -	685 0 0	50 0 0	- - -	- - -	- - -	- - -
Lawton and Craneage	59 18 3	- - -	525 0 0	- - -	- - -	- - -	60 0 11	- - -
Macclesfield and Buxton	221 2 2	- - -	244 11 1	- - -	- - -	- - -	- - -	- - -
Macclesfield and Chapel-en-le-Frith	- - -	48 0 5	169 0 3	- - -	- - -	- - -	- - -	- - -
Macclesfield and Congleton	- - -	22 19 9	460 0 11	- - -	- - -	- - -	- - -	- - -
Macclesfield District of the Sandon	506 12 2	- - -	1,050 11 11	- - -	- - -	- - -	33 19 3	- - -
Manchester and Buxton	- - -	199 8 0	8,206 16 1	- - -	- - -	- - -	169 0 3	- - -
Manchester, Hyde, and Mottram	514 0 0	- - -	1,881 10 1	295 0 0	- - -	- - -	111 19 8	- - -
Manchester and Wilmslow	987 14 5	- - -	1,876 0 4	- - -	- - -	- - -	168 13 3	- - -
Nantwich and Congleton:—								
Middlewich to Congleton	51 19 6	- - -	126 0 0	- - -	- - -	- - -	- - -	- - -
Middlewich to Nantwich	147 1 4	- - -	325 0 0	- - -	- - -	- - -	15 0 0	- - -
Nantwich and Wheelock	57 12 0	- - -	361 19 9	- - -	- - -	- - -	0 18 3	- - -
Ditto Branch	9 8 6	- - -	50 18 7	- - -	- - -	- - -	- - -	- - -
Nantwich and Woore	454 5 2	- - -	619 11 1	- - -	- - -	- - -	27 18 9	- - -
Northwich and Kelsall	355 7 2	- - -	525 0 0	- - -	- - -	0 10 0	- - -	- - -
Sandbach and Congleton	6 8 8	- - -	232 18 0	- - -	- - -	- - -	- - -	- - -
Span Smithy, Booth Lane, and Winsford	76 17 8	- - -	450 0 0	- - -	- - -	- - -	15 0 0	- - -
Span Smithy and Linley Lane	135 17 9	- - -	524 0 0	- - -	- - -	- - -	18 4 6	- - -
Staley	425 2 1	- - -	221 10 0	- - -	- - -	- - -	1 18 3	- - -
Stockport and Ashton	1,288 8 1	- - -	2,350 0 0	- - -	- - -	- - -	80 3 7	- - -
Stockport and Marple	- - -	48 0 4	705 0 0	- - -	- - -	- - -	4 5 3	- - -
Stockport and Warrington	80 10 5	- - -	950 0 0	21 10 0	- - -	- - -	(i)583 14 10	- - -
Tarporley and Acton Forge	- - -	107 6 4	144 0 0	- - -	- - -	- - -	- - -	- - -
Tarporley and Whitechurch	- - -	0 1 6	400 8 8	- - -	- - -	- - -	- - -	- - -
Thornast	- - -	- - -	583 0 0	- - -	- - -	- - -	- - -	- - -
Washway (Crossford Bridge to Altrincham)	546 8 6	- - -	1,300 0 0	- - -	- - -	- - -	43 4 5	- - -
Wilmslow and Lawton	151 14 11	- - -	1,174 13 2	- - -	- - -	- - -	- - -	- - -
Woodside and Hoylake	4 17 2	- - -	321 17 0	- - -	- - -	- - -	- - -	- - -
£	8,664 19 9	570 2 4	34,919 3 2	421 10 0	- - -	14 16 9	1,598 7 4	- - -

(a) For half year. (b) From Middle Division. (c) For 2 years.
(g) Including contract work. (d) Paid to parishes.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
522 0 0	79 10 10	- - -	197 17 9	- - -	- - -	20 17 0	- - -	20 0 0	50 0 0
1,475 12 0	346 19 2	418 8 0	393 19 0	- - -	- - -	41 18 11	- - -	21 0 0	99 0 0
2,144 3 4	343 2 8	68 10 6	449 13 5	- - -	- - -	206 8 3	31 10 0	21 0 0	150 0 0
912 10 0	176 7 8	113 15 1	134 12 8	- - -	31 1 0	17 17 5	(a) 5 0 0	20 0 0	50 0 0
104 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0
171 0 11	65 1 8	8 15 0	10 3 6	- - -	- - -	4 18 7	- - -	- - -	40 0 0
571 7 6	164 7 0	70 16 6	91 13 4	- - -	- - -	32 17 8	15 15 0	26 5 0	80 0 0
395 17 0	100 10 10	38 13 2	33 1 5	- - -	6 18 6	16 2 2	- - -	- - -	40 0 0
360 15 10	52 2 0	37 0 8	153 16 6	- - -	- - -	14 19 9	- - -	23 7 10	40 0 0
561 8 2	111 5 8	127 3 2	124 2 3	- - -	- - -	22 13 10	20 0 0	25 0 0	50 0 0
343 13 10	117 8 6	66 17 7	82 8 3	- - -	21 13 4	29 0 11	- - -	- - -	60 0 0
518 11 4	36 13 10	44 5 0	53 4 0	- - -	6 0 0	31 7 0	- - -	10 0 0	20 0 0
940 8 8	123 19 4	68 0 8	349 16 7	- - -	- - -	22 18 8	15 0 0	15 0 0	50 0 0
8,741 8 7	1,717 9 2	1,062 5 4	2,074 8 8	- - -	65 12 10	462 0 2	87 5 0	186 12 10	739 0 0
77 10 0	- - -	- - -	- - -	- - -	- - -	0 3 6	- - -	7 10 0	(e) 10 0 0
74 0 0	- - -	- - -	- - -	- - -	- - -	1 4 7	- - -	1 1 0	- - -
318 8 10	73 3 0	14 5 0	19 18 3	- - -	0 11 6	10 10 9	- - -	15 0 0	30 0 0
444 19 9	87 10 0	17 19 11	96 13 4	- - -	- - -	6 5 7	- - -	20 0 0	5 0 0
2,030 12 6	771 11 4	80 18 8	415 2 8	- - -	- - -	29 7 4	- - -	60 0 0	60 0 0
637 19 6	140 11 7	- - -	(d) 122 5 2	- - -	- - -	6 7 0	- - -	21 0 0	35 0 0
810 0 0	147 19 10	- - -	(d) 92 1 2	- - -	3 0 0	20 1 5	- - -	30 0 0	40 0 0
701 12 5	135 17 4	33 7 1	15 3 6	- - -	12 14 3	23 19 4	- - -	50 0 0	40 0 0
239 17 8	- - -	- - -	- - -	- - -	- - -	10 0 9	- - -	20 0 0	20 0 0
2,572 19 11	677 2 5	361 6 6	630 1 3	- - -	- - -	91 19 4	20 0 0	36 0 0	140 0 0
70 0 0	(e) 36 5 0	- - -	- - -	- - -	- - -	- - -	1 1 0	10 0 0	- - -
790 15 10	156 19 9	31 0 3	83 8 6	- - -	- - -	9 10 3	5 0 0	15 0 0	- - -
735 0 0	(f) 225 16 8	117 10 5	119 2 0	- - -	- - -	9 6 9	- - -	15 0 0	30 0 0
585 0 11	54 8 6	14 1 5	126 8 5	- - -	- - -	8 18 2	5 0 0	23 0 0	45 0 0
244 11 1	- - -	- - -	- - -	- - -	- - -	13 17 6	- - -	15 0 0	15 0 0
169 0 3	- - -	- - -	- - -	- - -	- - -	13 9 6	- - -	10 0 0	15 0 0
460 0 11	141 16 10	53 6 10	15 17 5	- - -	- - -	19 18 2	- - -	10 10 0	30 0 0
1,084 3 11	162 19 10	98 0 3	124 0 6	- - -	- - -	59 15 9	- - -	20 0 0	50 0 0
8,375 16 4	(g) 2,178 10 8	146 6 9	457 7 6	- - -	- - -	61 11 5	- - -	200 0 0	150 0 0
2,288 9 9	376 7 10	149 3 6	418 2 2	- - -	- - -	19 19 2	- - -	40 0 0	78 5 0
2,044 13 7	490 7 4	190 2 9	774 17 7	- - -	9 1 8	90 8 6	- - -	45 0 0	190 0 0
126 0 0	(h) 53 0 0	- - -	- - -	- - -	- - -	5 15 9	- - -	10 0 0	- - -
340 0 0	82 16 3	27 16 4	82 7 6	- - -	- - -	7 19 8	2 2 0	10 0 0	25 0 0
362 18 0	64 9 6	4 11 0	96 7 8	- - -	- - -	9 8 10	- - -	20 0 0	45 4 0
50 18 7	9 11 9	4 16 0	8 5 0	- - -	- - -	4 0 0	- - -	- - -	2 10 0
647 9 10	148 2 1	24 4 5	105 5 3	- - -	- - -	32 7 10	- - -	10 0 0	40 0 0
325 10 0	198 1 8	73 10 6	219 11 3	- - -	- - -	28 0 10	5 0 0	5 5 0	40 0 0
232 18 0	- - -	- - -	- - -	- - -	- - -	1 11 0	- - -	- - -	- - -
465 0 0	122 9 10	28 13 10	202 16 2	- - -	- - -	14 15 1	5 0 0	10 0 0	30 0 0
542 4 6	132 9 10	23 7 2	125 5 1	- - -	- - -	20 0 6	5 0 0	20 0 0	20 0 0
223 8 3	- - -	- - -	- - -	- - -	- - -	- - -	6 0 0	- - -	- - -
2,430 3 7	828 2 10	236 18 6	300 10 8	- - -	16 8 6	3 5 0	40 0 0	25 0 0	130 0 0
709 5 3	- - -	- - -	- - -	- - -	- - -	14 7 4	- - -	21 0 0	- - -
1,555 4 10	283 0 11	6 12 0	6 0 0	- - -	- - -	2 16 5	10 0 0	- - -	40 0 0
144 0 0	- - -	- - -	- - -	- - -	- - -	10 14 6	- - -	- - -	- - -
400 8 8	68 5 0	14 1 8	65 10 10	- - -	- - -	8 17 2	15 0 0	10 0 0	15 0 0
583 0 0	- - -	- - -	- - -	- - -	- - -	8 2 6	10 5 0	10 5 0	10 5 0
1,343 4 5	392 3 9	98 4 5	2 5 10	- - -	- - -	78 12 3	10 0 0	20 0 0	40 0 0
1,174 13 2	173 9 4	35 16 4	212 0 3	- - -	- - -	28 19 7	10 0 0	30 0 0	40 0 0
321 17 0	59 11 0	112 11 8	112 11 8	- - -	- - -	0 6 1	- - -	10 0 0	- - -
36,953 17 3	8,473 1 8	1,998 13 2	5,049 6 7	- - -	41 15 11	786 15 1	149 8 0	877 11 0	1,391 4 0

(d) Including team labour.

(e) Contract work.

(f) Including 50l. expended in Tranmere parish.

(g) Including 548l. 0s. 2d. from Washway Road.

(Continued on page 12.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF CAMBRIDGE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Arrington	- - -	- - -	32 6 6	- - -	3 13 0	- - -	404 3 1
Cambridge and Ely ("The South District")	- - -	- - -	- - -	- - -	17 1 0	- - -	1,338 6 1
Chatteris, Wisbech, Tyd Gote, and Downham	21 7 6	385 6 11	- - -	300 0 0	83 1 11	- - -	2,060 1 3
Hauxton and Dunsbridge	- - -	- - -	- - -	- - -	3 10 0	- - -	562 3 10
Littleport to Welney ("The North-west District")	- - -	- - -	- - -	(a) 168 0 0	14 6 6	- - -	197 6 6
Newmarket Heath	15 19 10	- - -	- - -	- - -	- - -	- - -	144 18 7
Paper Mills	10 8 5	- - -	17 9 10	- - -	31 0 9	- - -	540 13 6
Red Cross	18 4 7	71 9 7	- - -	(b) 165 10 0	2 2 1	- - -	492 12 4
Royston to Wandesford Bridge, South District	- - -	72 10 0	- - -	- - -	2 0 0	- - -	395 16 9
St. Neots to Cambridge	10 0 10	179 18 9	- - -	- - -	6 16 6	- - -	677 1 0
Stump Cross	32 19 8	- - -	180 0 0	- - -	5 0 0	- - -	595 8 3
Wimpole and Potton	- - -	- - -	- - -	- - -	6 2 1	- - -	307 11 11
Wisbech and Thorney	1 13 6	289 11 8	5 0 0	- - -	17 13 9	- - -	958 14 2
£	110 14 4	998 16 11	234 16 4	633 10 0	192 7 7	- - -	8,564 19 2
COUNTY OF CHESTER.							
Ashton and Frodsham	1 14 4	19 18 7	- - -	- - -	0 16 2	- - -	40 2 7
Chelford and Holmes Chapel	- - -	- - -	- - -	72 0 0	0 5 0	- - -	74 10 7
Chester, Farndon, and Worthenbury	3 11 0	212 4 0	259 14 10	- - -	36 18 6	- - -	675 16 10
Chester and Frodsham	2 15 4	126 7 5	- - -	- - -	13 12 3	- - -	376 3 10
Chester, Neston, and Woodside Ferry	- - -	141 18 5	- - -	400 0 0	15 1 6	- - -	1,973 19 11
Chester and Tarvin	1 14 4	86 4 6	- - -	400 0 0	11 16 5	- - -	824 19 0
Chester and Whitechurch	8 1 8	324 11 5	- - -	(d) 239 10 0	10 17 0	- - -	916 2 6
Chester and Wrexham	35 18 10	188 4 4	8 9 0	200 0 0	17 12 7	- - -	761 6 3
Congleton and Buxton	- - -	126 19 7	- - -	(f) 229 10 0	5 9 10	- - -	412 0 2
Crane and Warrington, and Macclesfield and Nether Tabley (united)	3 14 4	225 11 0	- - -	(g) 80 0 0	28 17 10	- - -	2,294 12 8
Eastham and Woodbank	2 3 6	- - -	- - -	- - -	1 0 6	- - -	50 10 6
Frodsham and Wilderspool	33 12 11	293 19 7	- - -	300 0 0	62 12 7	- - -	991 3 7
Hinderton and Birkenhead	3 12 8	92 13 4	- - -	195 0 0	25 7 0	- - -	833 8 10
Lawton and Crane	- - -	13 4 6	- - -	100 0 0	9 10 6	- - -	401 11 6
Macclesfield and Buxton	- - -	92 19 8	- - -	(h) 219 16 0	34 11 3	- - -	391 4 8
Macclesfield and Chapel-en-le-Frith	- - -	101 12 9	- - -	- - -	19 19 3	- - -	160 1 6
Macclesfield and Congleton	0 10 0	45 9 8	- - -	100 0 0	3 0 3	- - -	420 9 2
Macclesfield District of the Sandon	9 4 2	80 19 6	- - -	500 0 0	9 7 7	- - -	1,114 7 7
Manchester and Buxton	75 13 6	2,420 15 6	- - -	(i) 2,531 9 2	199 9 3	- - -	8,421 3 8
Manchester, Hyde, and Mottram	29 7 2	856 6 10	- - -	- - -	49 8 6	- - -	2,017 0 2
Manchester and Wilmslow	22 18 0	- - -	125 0 3	- - -	42 2 0	- - -	1,909 18 1
Nantwich and Congleton:— Middlewich to Congleton	- - -	30 10 0	- - -	- - -	1 16 10	- - -	101 2 5
Middlewich to Nantwich	1 6 0	50 1 3	- - -	(l) 120 0 0	1 5 6	- - -	410 14 6
Nantwich and Wheelock	17 0 6	21 18 1	- - -	- - -	42 16 4	- - -	321 15 10
Ditto Branch	- - -	- - -	- - -	- - -	5 5 1	- - -	34 7 1
Nantwich and Woore	- - -	40 16 0	- - -	- - -	32 13 5	- - -	433 9 5
Northwich and Kelsall	7 14 4	4 19 3	- - -	- - -	4 11 6	- - -	586 14 4
Sandbach and Congleton	3 15 8	136 0 0	- - -	- - -	2 0 0	- - -	143 6 8
Span Smithy, Booth Lane, and Winsford	7 2 8	7 14 0	- - -	20 0 0	2 6 0	- - -	450 17 2
Span Smithy and Linley Lane	- - -	56 1 3	- - -	100 0 0	7 2 3	- - -	509 6 8
Stayley	24 11 6	91 0 10	- - -	- - -	3 4 0	- - -	124 16 4
Stockport and Ashton	18 2 4	258 6 8	- - -	(a) 582 0 0	104 19 0	- - -	2,543 13 8
Stockport and Marple	- - -	137 4 2	- - -	(n) 478 6 11	6 17 2	- - -	657 15 2
Stockport and Warrington	28 12 3	56 16 1	17 10 0	(o) 655 0 0	18 8 4	- - -	1,124 16 0
Tarporley and Acton Forge	9 5 10	73 15 11	- - -	- - -	18 11 10	- - -	112 8 4
Tarporley and Whitechurch	- - -	194 5 7	- - -	- - -	8 19 0	- - -	399 19 8
Thornset	- - -	535 19 0	- - -	- - -	8 3 6	- - -	583 0 6
Washway (Crossford Bridge to Altrincham)	30 4 9	- - -	329 17 3	- - -	(r) 705 15 1	- - -	1,707 3 4
Wilmslow and Lawton	5 3 4	166 16 7	- - -	- - -	10 12 10	- - -	712 18 3
Woodside and Hoylelake	7 19 0	27 10 9	2 9 8	- - -	6 12 0	- - -	339 11 10
£	395 9 9	7,339 16 0	743 1 0	7,522 12 1	1,589 15 5	- - -	36,358 9 8

(a) For debts of 600*l*. (b) For debts of 180*l*. (c) A portion relinquished. (d) For debts of 250*l*.
(i) For debts of 2,900*l*. (k) Unclaimed. (l) For a debt of 150*l*. (n) Including 320*l*. at 5 per cent.
(g) Including 1,000*l*. at 5 per cent., and 687*l*. 16*s*. upon which interest is not paid.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers, 31st Dec. 1859.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands, 31st Dec. 1859.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	497 7 7	497 7 7
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	428 15 10	428 15 10
7,125 0 0	5	- - -	423 2 6	- - -	7,548 2 6	- - -	- - -	1 17 6	- - -	432 11 1	434 8 7
- - -	- - -	- - -	- - -	- - -	- - -	3 8 4	- - -	- - -	- - -	560 14 9	564 3 1
1,988 13 8	none	- - -	- - -	- - -	1,988 13 8	- - -	- - -	- - -	- - -	35 11 5	35 11 5
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	587 7 8	587 7 8
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	59 15 2	59 15 2
1,360 0 0	5	- - -	3 18 4	- - -	1,363 18 4	- - -	- - -	- - -	- - -	89 12 1	89 12 1
2,400 0 0	2½	- - -	47 10 0	- - -	2,447 10 0	59 11 8	- - -	- - -	- - -	76 5 8	135 17 4
3,778 9 0	4	- - -	835 1 0	- - -	4,613 10 0	- - -	- - -	- - -	- - -	118 13 10	118 13 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	539 11 10	539 11 10
3,150 0 0	none	- - -	- - -	- - -	3,150 0 0	- - -	6 13 4	- - -	- - -	42 16 0	49 9 4
5,900 0 0	5	- - -	40 0 0	- - -	5,940 0 0	31 13 4	- - -	- - -	- - -	242 11 3	274 4 7
25,702 2 8	- - -	- - -	1,349 11 10	- - -	27,051 14 6	94 13 4	6 13 4	1 17 6	- - -	3,711 14 2	3,814 18 4
1,190 0 0	4	- - -	55 12 0	- - -	1,175 12 0	- - -	- - -	- - -	- - -	125 10 2	125 10 2
1,474 2 8	none	- - -	- - -	0 3 3	1,474 5 11	- - -	- - -	- - -	- - -	- - -	- - -
7,500 0 0	4 & 4½	230 3 9	(c) 60 10 10	316 1 5	8,106 16 0	- - -	- - -	- - -	- - -	- - -	- - -
4,300 0 0	4	- - -	106 15 3	- - -	4,406 15 3	- - -	- - -	- - -	- - -	103 10 11	103 10 11
2,000 0 0	5	- - -	15 8 11	- - -	2,015 8 11	- - -	- - -	42 10 0	- - -	354 12 9	397 2 9
1,572 10 0	5	- - -	7 10 0	- - -	1,580 0 0	- - -	- - -	- - -	- - -	203 15 9	203 15 9
25,631 0 0	5	- - -	188 4 6	- - -	5,819 4 6	- - -	- - -	- - -	- - -	440 17 11	440 17 11
4,600 0 0	4	- - -	21 19 7	- - -	4,621 19 7	- - -	- - -	7 10 0	- - -	103 1 8	110 11 8
4,675 0 0	2½	- - -	75 18 9	- - -	4,750 18 9	- - -	- - -	- - -	- - -	95 4 4	95 4 4
5,330 0 0	4	- - -	14 12 0	- - -	5,344 12 0	- - -	- - -	- - -	- - -	134 1 3	134 1 3
6,900 0 0	5	- - -	6,417 0 0	- - -	13,317 0 0	- - -	- - -	- - -	- - -	84 5 0	84 5 0
3,250 0 0	5	- - -	36 0 6	- - -	3,286 0 6	- - -	25 5 0	- - -	- - -	285 13 0	310 18 0
2,750 0 0	3½	- - -	- - -	- - -	2,750 0 0	- - -	- - -	- - -	- - -	123 18 5	123 18 5
200 0 0	5	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	243 7 8	243 7 8
9,526 8 8	1½	- - -	516 11 7	- - -	10,043 0 3	- - -	- - -	- - -	- - -	74 8 10	74 8 10
4,352 0 0	5	- - -	768 17 0	39 1 8	5,159 18 8	- - -	- - -	- - -	- - -	- - -	- - -
950 0 0	4½	- - -	- - -	- - -	950 0 0	- - -	- - -	- - -	- - -	16 12 0	16 12 0
1,738 15 10	4	- - -	67 0 0	- - -	1,825 15 10	- - -	- - -	- - -	- - -	476 8 6	476 8 6
45,693 8 0	5	- - -	- - -	244 15 5	45,938 3 5	1,073 4 8	- - -	16 15 0	590 18 6	- - -	1,680 18 2
29,954 15 0	2	- - -	80 7 11	- - -	30,035 2 11	- - -	- - -	- - -	- - -	785 10 4	785 10 4
(h) 100 0 0	4	- - -	(A) 20 2 9	- - -	120 2 9	- - -	- - -	- - -	- - -	1,122 9 11	1,122 9 11
610 0 0	5	10 0 0	- - -	- - -	620 0 0	- - -	- - -	- - -	- - -	76 16 11	76 16 11
950 0 0	5	- - -	- - -	- - -	950 0 0	- - -	- - -	- - -	- - -	76 6 10	76 6 10
550 0 0	4	- - -	3 5 9	- - -	553 5 9	- - -	- - -	- - -	- - -	98 14 1	98 14 1
2,000 0 0	4	535 14 4	480 0 0	- - -	3,015 14 4	- - -	- - -	- - -	- - -	25 19 3	25 19 3
1,310 0 0	3	- - -	7 10 0	- - -	1,317 10 0	- - -	- - -	- - -	- - -	668 6 0	668 6 0
100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	294 2 10	294 2 10
3,200 0 0	4 & 4½	- - -	- - -	- - -	3,200 0 0	- - -	- - -	- - -	- - -	96 0 0	96 0 0
140 0 0	5	- - -	- - -	- - -	140 0 0	- - -	- - -	- - -	- - -	91 0 3	91 0 3
(m) 1,270 0 0	4	- - -	- - -	- - -	1,270 0 0	- - -	- - -	- - -	- - -	168 16 2	168 16 2
1,986 8 0	5	11 13 10	160 0 0	- - -	2,158 1 10	18 9 6	- - -	- - -	- - -	523 14 0	542 3 6
6,758 10 0	4	- - -	562 13 4	- - -	7,321 3 4	- - -	- - -	- - -	- - -	1,174 18 2	1,174 18 2
3,946 3 6	2	- - -	- - -	- - -	5,946 3 6	- - -	- - -	- - -	- - -	3 9 4	3 9 4
(n) 3,685 17 0	3½	- - -	- - -	- - -	3,685 17 0	- - -	- - -	- - -	- - -	510 19 3	510 19 3
1,792 0 0	4	- - -	- - -	75 14 5	1,867 14 5	- - -	- - -	- - -	- - -	- - -	- - -
(p) 7,609 0 0	2½	- - -	- - -	- - -	7,609 0 0	- - -	- - -	- - -	- - -	0 7 11	0 7 11
11,123 10 0	5	- - -	6,060 14 1	- - -	17,183 4 1	- - -	- - -	- - -	127 10 0	- - -	127 10 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	182 9 7	182 9 7
5,018 0 0	4	- - -	444 14 5	- - -	5,462 14 5	- - -	- - -	- - -	- - -	613 9 10	613 9 10
550 0 0	5	- - -	- - -	12 17 8	562 17 8	- - -	- - -	- - -	- - -	- - -	- - -
198,236 8 8	- - -	787 11 11	16,171 9 2	688 13 10	215,884 3 7	1,091 14 2	25 5 0	66 15 0	718 8 6	9,378 18 10	11,281 1 6

(e) Including 580l. at 4½ per cent.

(f) For debts of 400l.

(g) For a debt of 100l.

(h) For debts of 633l. 6s. 8d.

(a) For debts of 718l. 4s. 7d.

(o) For debts of 673l.

(p) Including 2,289l. 7s. not bearing interest.

(r) Including 546l. 0s. 2d. to Stockport and Warrington Road.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bodmin - - - - -	517 15 6	- - -	1,783 0 0	- - -	- - -	- - -	20 4 1	- - -
Bodmin and Roche District - -	230 18 10	- - -	315 0 0	- - -	- - -	- - -	- - -	- - -
Callington - - - - -	1,009 10 10	- - -	1,160 0 0	- - -	- - -	- - -	- - -	- - -
Camelford, Wadebridge, and St. Columb - - - - -	676 17 2	- - -	1,326 0 0	- - -	- - -	0 11 9	9 14 9	- - -
Creed and St. Just - - - - -	64 13 0	- - -	314 10 0	- - -	- - -	- - -	- - -	- - -
Hayle Bridge Causeway - - - -	664 19 2	- - -	899 0 0	- - -	- - -	1 0 0	- - -	- - -
Hayle and Redruth - - - - -	81 12 0	- - -	1,102 0 0	- - -	- - -	- - -	- - -	- - -
Helston - - - - -	- - -	313 1 3	2,089 0 0	- - -	- - -	- - -	57 15 0	- - -
Launceston - - - - -	285 15 0	- - -	1,795 0 0	- - -	- - -	- - -	- - -	- - -
Liskeard - - - - -	583 12 0	- - -	2,127 0 0	- - -	- - -	0 15 0	79 1 6	- - -
St. Austell and Lostwithiel - -	332 9 1	- - -	813 11 2	- - -	- - -	- - -	6 1 0	- - -
Saltsash - - - - -	965 1 3	- - -	848 0 0	- - -	- - -	- - -	- - -	- - -
Trebarwith Sands Road - - - -	117 3 2	- - -	132 10 0	- - -	- - -	- - -	- - -	- - -
Truro and Redruth - - - - -	1,236 9 1	- - -	4,405 14 10	- - -	- - -	1 5 6	22 18 8	- - -
£	6,766 16 1	313 1 3	19,110 6 0	- - -	- - -	3 12 3	195 15 0	- - -
COUNTY OF CUMBERLAND.								
Alston - - - - -	151 6 6	- - -	2,367 18 0	340 15 2	- - -	1 8 6	22 4 6	- - -
Brampton and Longtown - - - -	93 18 9	- - -	263 13 0	- - -	- - -	0 4 0	6 1 6	- - -
Brougham Bridge - - - - -	- - -	43 13 3	290 0 0	- - -	- - -	- - -	4 8 9	- - -
Carlisle and Brampton - - - -	236 18 1	- - -	475 3 4	- - -	- - -	- - -	13 19 0	- - -
Carlisle and Eamont Bridge, Northern Division - - - - -	37 10 0	- - -	392 13 6	- - -	- - -	- - -	7 0 0	- - -
Ditto, Southern Division - - -	196 14 9	- - -	401 0 0	- - -	- - -	0 5 0	- - -	400 0 0
Carlisle and Temon - - - - -	- - -	3 17 11	150 0 0	- - -	- - -	- - -	53 10 0	- - -
Cockermouth and Carlisle - - -	248 9 7	- - -	872 0 0	- - -	- - -	- - -	21 0 0	- - -
Cockermouth and Maryport - - -	- - -	23 19 8	1,043 5 3	- - -	- - -	0 6 0	32 15 0	- - -
Cockermouth and Workington - -	- - -	258 1 11	350 0 0	6 0 0	- - -	1 4 0	12 0 0	- - -
Kingstown and Westlinton Bridge	202 1 11	- - -	132 10 0	- - -	- - -	- - -	10 0 0	- - -
Longtown - - - - -	45 6 2	- - -	435 19 10	- - -	- - -	0 10 0	27 12 1	- - -
Penrith and Cockermouth - - -	345 12 7	- - -	2,115 15 10	- - -	- - -	2 10 0	7 18 2	1,120 0 0
Whitehaven - - - - -	- - -	491 13 0	1,967 10 6	- - -	- - -	4 18 8	158 17 4	1,200 0 0
£	1,557 18 4	821 5 9	11,277 11 3	346 15 2	- - -	11 6 0	384 6 4	2,720 0 0
COUNTY OF DERBY.								
Alfreton and Derby - - - - -	294 4 3	- - -	1,526 13 4	- - -	- - -	- - -	6 8 0	- - -
Alfreton, Higham, and Tibshelf -	146 9 7	- - -	199 13 4	- - -	- - -	- - -	- - -	- - -
Alfreton and Mansfield - - - -	59 0 4	- - -	634 14 10	- - -	- - -	1 12 0	0 16 0	- - -
Ashborne to Belper Bridge - - -	- - -	37 7 2	391 0 9	- - -	- - -	- - -	- - -	- - -
Ashborne, Sudbury, and Yoxall Bridge - - - - -	164 12 2	- - -	391 18 0	- - -	- - -	- - -	- - -	- - -
Ashford and Buxton - - - - -	322 17 7	- - -	683 17 9	- - -	- - -	0 15 0	0 0 1	- - -
Birkin Lane - - - - -	28 1 8	- - -	50 10 0	- - -	- - -	- - -	1 10 0	- - -
Brimington and Chesterfield to the High Moors - - - - -	93 19 8	- - -	630 16 8	17 13 6	- - -	- - -	0 2 0	- - -
Cavendish Bridge and Hulland Ward - - - - -	- - -	37 5 0	1,588 0 0	- - -	- - -	- - -	- - -	- - -
Chapel-en-le-Frith - - - - -	98 18 0	- - -	647 0 0	- - -	815 0 0	- - -	13 12 7	- - -
Chesterfield and Hernstone Lane Head - - - - -	878 13 0	- - -	1,822 7 10	- - -	- - -	0 17 6	8 6 6	- - -
Chesterfield to Matlock, Darley, and Rowsley Bridges - - - - -	195 2 11	- - -	448 0 0	137 0 0	- - -	- - -	5 0 0	- - -
Chesterfield to Worksop - - - -	110 3 0	- - -	640 0 0	136 15 0	- - -	0 3 9	- - -	- - -
Cromford and Belper - - - - -	173 1 4	- - -	520 0 0	119 2 9	- - -	- - -	- - -	- - -
Cromford Bridge and Langley Mill Cromford and Newhaven - - - -	- - -	17 18 6	499 3 4	133 10 0	- - -	- - -	7 1 6	- - -
Derby, Ashborne, and Hurdloe - -	238 17 5	- - -	402 0 0	135 16 10	- - -	0 4 0	- - -	- - -
Derby and Burton-upon-Trent - -	280 18 10	- - -	868 15 0	- - -	- - -	- - -	25 3 0	- - -
Derby and Duffield, Wirksworth, and Sheffield - - - - -	140 6 8	- - -	595 16 8	- - -	- - -	- - -	- - -	- - -
Derby, Mansfield, and Nutthall -	1,162 1 3	- - -	3,401 6 8	- - -	- - -	0 5 6	44 0 0	- - -
	160 17 9	- - -	1,002 5 0	- - -	- - -	- - -	- - -	- - -

(a) Contract work.

(b) Including contract work.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	and Carriage of	for	purchased.	done in	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,803 4 1	283 0 2	137 19 1	194 9 2	- - -	7 11 6	178 8 2	15 0 0	35 0 0	80 0 0
315 0 0	52 14 7	47 0 11	49 6 9	- - -	0 2 6	7 13 5	10 0 0	10 0 0	25 0 0
1,160 0 0	(a) 500 0 0	- - -	- - -	- - -	- - -	10 14 4	- - -	20 0 0	30 0 0
1,336 6 6	181 14 0	108 18 10	200 4 2	- - -	15 9 11	40 5 1	- - -	15 0 0	50 0 0
314 10 0	(a) 191 7 9	- - -	- - -	- - -	- - -	12 0 0	9 13 6	20 0 0	10 0 0
900 0 0	43 14 3	- - -	183 9 9	- - -	9 5 2	5 3 10	- - -	25 0 0	20 0 0
1,102 0 0	157 0 8	53 4 5	57 13 0	1 10 2	- - -	35 17 2	- - -	20 0 0	43 0 0
2,146 15 0	569 15 10	240 19 7	86 13 4	- - -	13 2 9	34 10 5	21 0 0	21 0 0	32 10 0
1,795 0 0	164 0 2	240 4 10	407 19 4	- - -	26 17 3	28 1 1	- - -	14 0 0	105 0 0
2,206 16 6	(b) 938 9 10	- - -	22 16 3	352 11 3	- - -	63 19 3	25 0 0	15 0 0	104 0 0
819 12 2	234 7 3	118 7 6	270 15 3	- - -	13 14 0	31 1 1	15 0 0	15 0 0	50 0 0
848 0 0	21 6 6	10 4 0	9 18 6	- - -	- - -	162 16 5	- - -	12 0 0	30 0 0
132 10 0	22 0 0	3 13 0	14 3 8	- - -	- - -	- - -	5 0 0	5 0 0	- - -
4,429 19 0	780 5 9	397 2 9	758 9 0	- - -	- - -	337 4 2	- - -	45 0 0	180 0 0
12,309 13 3	4,139 16 9	1,357 14 11	2,205 18 2	354 1 5	86 3 1	948 14 5	100 13 6	272 0 0	781 10 0
2,739 6 2	597 16 4	366 2 4	619 6 1	- - -	7 10 0	52 0 11	50 0 0	30 0 0	150 0 0
270 0 6	34 8 0	1 2 0	10 17 3	- - -	- - -	0 8 0	10 0 0	5 0 0	30 0 0
294 8 9	37 13 7	7 8 6	7 17 7	- - -	- - -	3 17 3	- - -	5 0 0	10 10 0
489 2 4	(b) 190 2 7	86 19 8	- - -	- - -	0 11 0	11 0 11	10 0 0	7 12 0	15 0 0
399 13 6	(b) 252 1 10	88 17 1	- - -	- - -	4 1 0	16 1 5	10 0 0	17 0 0	33 0 0
801 5 0	(b) 97 12 5	6 9 0	26 16 8	- - -	- - -	19 10 11	15 0 0	23 13 8	20 0 0
203 10 0	(b) 78 13 1	24 17 10	- - -	- - -	1 15 0	6 9 6	10 0 0	15 0 0	30 0 0
893 0 0	(b) 379 15 11	7 9 6	41 3 9	- - -	- - -	10 18 5	- - -	31 10 0	70 0 0
1,076 6 3	(b) 300 7 8	45 14 0	305 8 5	- - -	- - -	18 9 6	- - -	31 10 0	80 0 0
269 4 0	50 15 5	9 15 0	52 13 8	- - -	- - -	8 14 0	- - -	10 0 0	10 0 0
162 10 0	(b) 95 2 10	42 3 1	- - -	- - -	- - -	3 18 1	5 0 0	4 0 0	10 0 0
464 1 11	137 13 0	52 12 5	105 15 4	- - -	- - -	34 2 6	10 0 0	10 0 0	45 0 0
3,246 4 0	831 6 9	93 10 0	10 12 5	- - -	- - -	23 3 6	3 8 0	31 10 0	110 0 0
3,331 6 4	838 13 2	302 5 4	51 7 9	- - -	- - -	48 17 5	42 0 0	42 0 0	113 6 8
14,739 18 9	3,922 2 7	1,135 5 9	1,331 18 11	- - -	13 17 0	257 12 4	165 8 0	263 15 6	728 16 8
1,533 1 4	323 19 2	170 4 5	299 12 6	- - -	- - -	27 16 4	- - -	20 0 0	65 0 0
199 13 4	27 0 0	- - -	4 0 0	- - -	- - -	2 18 1	- - -	8 0 0	- - -
637 2 10	218 13 9	76 18 6	20 11 9	- - -	- - -	34 17 2	8 0 0	12 0 0	42 0 0
201 0 9	78 18 2	27 16 10	2 17 4	- - -	- - -	3 5 10	8 8 0	- - -	- - -
391 18 0	88 4 2	13 11 9	3 11 3	- - -	- - -	12 2 11	- - -	10 10 0	15 0 0
684 12 10	145 3 2	19 10 0	32 17 4	- - -	- - -	3 6 10	- - -	5 0 0	30 0 0
52 0 0	- - -	- - -	- - -	- - -	- - -	1 15 3	2 2 0	- - -	- - -
648 12 2	227 7 5	113 3 2	46 19 1	- - -	- - -	9 3 4	- - -	- - -	40 0 0
1,388 0 0	363 14 8	167 12 7	208 1 7	4 1 6	3 2 2	39 4 6	- - -	20 0 0	45 0 0
1,475 12 7	30 0 0	- - -	- - -	- - -	- - -	7 3 11	- - -	50 0 0	12 19 9
1,831 11 10	503 9 8	258 15 3	247 3 8	- - -	- - -	43 15 2	- - -	30 0 0	140 0 0
590 0 0	199 0 2	80 6 9	33 7 8	- - -	- - -	6 15 1	- - -	15 0 0	30 0 0
776 18 9	230 17 0	149 16 4	50 0 8	- - -	- - -	30 8 3	- - -	15 0 0	30 0 0
639 2 9	214 15 11	38 11 3	65 12 3	- - -	- - -	6 11 0	- - -	10 10 0	40 0 0
639 14 10	75 14 1	48 2 11	20 8 6	- - -	- - -	7 18 9	5 0 0	12 0 0	33 4 0
538 0 10	147 11 8	47 1 9	11 5 7	- - -	- - -	50 10 10	5 0 0	20 0 0	30 0 0
893 18 0	357 6 6	121 0 2	50 16 0	- - -	7 18 0	41 19 2	- - -	40 0 0	105 0 0
595 16 8	158 14 11	83 0 6	55 5 4	- - -	1 10 0	35 16 0	- - -	20 0 0	45 0 0
3,445 12 2	(c) 966 2 0	551 10 0	523 2 7	- - -	- - -	93 6 10	- - -	57 0 0	80 0 0
1,002 5 0	(d) 650 13 4	- - -	- - -	- - -	- - -	9 9 0	- - -	20 0 0	- - -

(c) Including payments to parishes.

(d) Paid to parishes.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF CORNWALL.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bodmin - - - - -	13 18 3	324 0 0	- - -	(a) 534 0 0	42 15 3	- - -	1,846 1 7
Bodmin and Roche District - - -	- - -	160 0 0	- - -	- - -	9 11 1	- - -	371 9 3
Callington - - - - -	10 11 7	98 13 11	41 13 0	- - -	19 13 9	- - -	731 6 7
Camelford, Wadebridge, and St. Columb - - - - -	- - -	307 19 5	4 14 6	- - -	23 13 6	- - -	947 19 5
Creed and St. Just - - - - -	- - -	50 0 0	- - -	- - -	5 8 0	- - -	298 9 3
Hayle Bridge Causeway - - - - -	9 11 8	586 11 10	- - -	- - -	16 17 9	- - -	900 14 3
Hayle and Redruth - - - - -	- - -	120 12 0	238 16 10	- - -	22 1 9	- - -	751 16 0
Helston - - - - -	14 14 5	548 2 6	311 15 6	- - -	92 4 8	- - -	1,956 9 0
Launceston - - - - -	19 12 2	474 10 2	- - -	290 14 1	49 3 1	- - -	1,820 2 2
Liskeard - - - - -	34 1 6	332 11 2	670 4 0	- - -	120 1 3	- - -	2,678 14 6
St. Austell and Lostwithiel - - -	- - -	88 10 0	290 19 3	- - -	25 9 6	- - -	1,153 3 10
Saltash - - - - -	- - -	807 14 9	142 0 4	- - -	45 13 2	- - -	1,241 13 8
Trebarwith Sands Road - - - - -	- - -	46 4 9	- - -	- - -	2 10 0	- - -	98 11 5
Truro and Redruth - - - - -	34 18 8	461 12 2	- - -	962 12 6	62 15 0	- - -	4,090 0 0
£	137 8 3	4,407 2 8	1,700 3 5	1,787 6 7	537 17 9	- - -	18,816 10 11
COUNTY OF CUMBERLAND.							
Alston - - - - -	- - -	- - -	- - -	(d) 1,000 0 2	64 19 5	- - -	2,937 15 3
Brampton and Longtown - - - - -	- - -	164 10 0	- - -	- - -	10 8 3	- - -	266 15 6
Brougham Bridge - - - - -	- - -	213 0 0	- - -	- - -	10 5 5	- - -	295 12 4
Carlisle and Brampton - - - - -	- - -	102 0 0	- - -	(f) 150 0 0	2 14 10	- - -	576 1 0
Carlisle and Eamont Bridge, Northern Division - - - - -	9 0 0	5 8 3	- - -	- - -	4 7 5	- - -	441 17 0
Ditto, Southern Division - - -	194 0 11	(i) 170 15 0	- - -	- - -	44 11 10	- - -	618 10 3
Carlisle and Temon - - - - -	- - -	- - -	- - -	- - -	2 5 2	- - -	169 0 7
Cockermouth and Carlisle - - - - -	- - -	190 2 0	59 6 3	- - -	20 16 9	- - -	811 2 7
Cockermouth and Maryport - - - -	- - -	295 14 4	- - -	- - -	8 7 0	- - -	1,085 10 11
Cockermouth and Workington - - -	- - -	80 4 9	1 10 0	- - -	0 18 11	- - -	224 11 9
Kingstown and Westlinton Bridge -	- - -	- - -	- - -	- - -	1 16 10	- - -	162 0 10
Longtown - - - - -	- - -	- - -	- - -	- - -	2 5 0	- - -	397 8 3
Penrith and Cockermouth - - - - -	- - -	406 19 10	1,120 0 0	(n) 457 0 0	31 1 9	- - -	3,118 12 3
Whitehaven - - - - -	36 7 5	88 4 7	327 1 10	990 0 0	52 11 9	- - -	2,932 15 11
£	239 8 4	1,716 18 9	1,507 18 1	2,597 0 2	257 10 4	- - -	14,037 12 5
COUNTY OF DERBY.							
Alfreton and Derby - - - - -	20 2 8	365 0 0	- - -	300 0 0	18 8 11	- - -	1,610 4 0
Alfreton, Higham, and Tibshelf - -	- - -	152 10 0	- - -	- - -	3 16 2	- - -	198 4 3
Alfreton and Mansfield - - - - -	- - -	115 0 0	- - -	- - -	7 9 10	- - -	532 11 0
Ashborne to Belper Bridge - - - -	23 5 10	215 19 8	- - -	- - -	16 17 2	- - -	872 8 10
Ashborne, Sudbury, and Yoxall Bridge - - - - -	- - -	150 0 0	- - -	- - -	29 18 6	- - -	322 18 7
Ashford and Buxton - - - - -	- - -	328 11 10	- - -	- - -	2 2 1	- - -	566 8 3
Birkin Lane - - - - -	8 5 6	18 14 0	- - -	- - -	4 7 10	- - -	35 4 7
Brimington and Chesterfield to the High Moors - - - - -	16 14 6	104 7 6	- - -	- - -	5 13 9	- - -	563 8 9
Cavendish Bridge and Holland Ward - - - - -	2 2 0	120 15 0	80 13 10	(g) 276 15 0	21 2 9	- - -	1,352 5 7
Chapel-en-le-Frith - - - - -	- - -	338 5 4	- - -	(r) 103 17 0	32 13 5	815 0 0	1,396 19 5
Chesterfield and Hernstone Lane Head - - - - -	- - -	364 7 10	- - -	504 3 9	25 18 6	- - -	2,117 13 10
Chesterfield to Matlock, Darley, and Rowsley Bridges - - - - -	- - -	153 7 9	- - -	- - -	7 11 7	- - -	525 9 0
Chesterfield to Worksop - - - - -	5 5 0	- - -	- - -	- - -	9 18 6	- - -	521 3 9
Cromford and Belper - - - - -	8 8 6	245 11 5	- - -	- - -	26 2 1	- - -	661 2 5
Cromford Bridge and Langley Mill -	9 9 4	266 14 4	3 1 0	- - -	13 17 4	- - -	597 10 3
Cromford and Newhaven - - - - -	- - -	122 16 7	46 0 0	(i) 120 0 0	13 8 0	- - -	613 14 5
Derby, Ashborne, and Hurdloe - - -	18 16 10	37 15 4	143 11 5	200 0 0	24 9 5	- - -	1,148 12 10
Derby and Burton-upon-Trent - - -	- - -	39 15 8	35 16 2	100 0 0	9 10 2	- - -	584 8 9
Derby, Duffield, Wirksworth, and Sheffield - - - - -	- - -	388 15 8	370 6 10	(u) 700 0 0	38 12 1	- - -	3,768 16 0
Derby, Mansfield, and Nutthall - -	15 17 4	313 6 7	- - -	- - -	20 1 8	- - -	1,029 7 11
(a) For debts of 350l.	(b) Including 300l. not bearing interest.	(c) Including 3,328l. 10s. 6d. at 5 per cent.	(d) Including 100l. at 4½ per cent.	(e) Including 1,200l. at 5 per cent.	(f) Reduced by payments from South Division.	(g) For debts of 525l.	(h) For debts of 200l.
(i) Including 1,200l. at 5 per cent.	(j) For debts of 146l. 10s.	(k) Including 700l. at 5 per cent.	(l) Including 1,430l. at 5 per cent.	(m) For debts of 525l.	(n) For debts of 200l.	(o) For debts of 200l.	(p) For debts of 200l.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers, 31st Dec. 1859.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands, 31st Dec. 1859.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,630 0 0	5	-	-	-	5,630 0 0	-	-	-	-	474 18 0	474 18 0
3,200 0 0	5	-	975 17 3	-	4,175 17 3	-	-	-	-	174 9 7	174 9 7
2,100 0 0	4½ & 5	-	-	-	2,100 0 0	-	-	-	-	1,438 4 3	1,438 4 3
6,375 0 0	5	-	568 5 7	-	6,943 5 7	-	-	-	-	1,065 4 3	1,065 4 3
1,250 0 0	4	-	-	-	1,250 0 0	-	-	-	-	80 13 9	80 13 9
11,830 0 0	5	-	2,202 14 6	-	14,032 14 6	-	-	-	30 0 0	664 4 11	694 4 11
2,412 0 0	5	-	-	-	2,412 0 0	-	-	-	-	431 16 0	431 16 0
12,300 0 0	4 to 5	-	70 0 0	123 15 3	12,492 15 3	-	-	-	-	-	-
11,600 0 0	4 & 5	-	23 12 10	-	11,623 12 10	-	-	-	-	260 12 10	260 12 10
8,553 0 0	4	23 19 0	-	-	8,576 19 0	5 18 10	-	-	-	111 14 0	117 12 10
1,800 0 0	4 & 5	-	43 15 0	1 2 7	1,844 17 7	-	-	-	-	571 7 7	571 7 7
16,309 5 0	5	130 0 0	9,740 16 7	-	26,080 1 7	-	-	-	-	151 1 9	168 1 9
2,432 3 0	2	-	6 5 5	-	2,438 8 5	-	-	-	17 0 0	1,646 8 1	1,646 8 1
9,891 5 10	4	-	-	-	9,891 5 10	-	-	-	-	-	-
93,582 13 10	-	153 19 0	13,631 7 2	123 17 10	109,491 17 10	5 18 10	-	-	47 0 0	7,070 15 0	7,123 13 10
36,718 6 2	none	-	-	47 2 7	36,765 8 9	-	200 18 8	-	-	-	200 18 8
4,200 0 0	4	-	-	-	4,200 0 0	-	-	-	-	97 5 9	97 5 9
4,200 0 0	5	-	528 2 6	44 16 10	4,872 19 4	-	-	-	-	149 19 5	149 19 5
2,350 0 0	4	-	-	-	2,350 0 0	-	-	-	-	-	-
1,200 0 0	4	540 9 6	(h) 99 0 0	4 13 6	1,844 3 0	-	-	-	-	379 9 6	379 9 6
1,700 0 0	4½	-	-	-	1,700 0 0	-	-	-	-	30 11 6	30 11 6
3,850 0 0	4½	-	-	-	3,850 0 0	-	-	-	-	330 7 0	330 7 0
6,400 0 0	4½	-	6 9 11	33 4 4	6,439 14 3	-	-	-	-	-	-
3,270 0 0	4½	-	277 19 0	113 9 8	3,661 8 8	-	-	-	-	202 11 1	202 11 1
-	-	30 0 0	-	-	30 0 0	-	-	-	-	111 19 10	111 19 10
14,154 5 0	3	-	-	-	14,154 5 0	56 8 4	-	-	-	473 4 4	529 12 8
1,500 0 0	4½	-	-	93 2 7	1,593 2 7	-	-	-	-	-	-
79,642 11 2	-	560 9 6	911 11 5	336 9 6	81,451 1 7	56 8 4	200 18 8	-	-	1,775 8 5	2,032 15 5
7,300 0 0	5	-	-	-	7,300 0 0	138 6 8	-	-	17 4 0	217 1 7	872 12 3
3,050 0 0	5	-	5,490 0 0	-	8,540 0 0	-	-	-	-	147 18 8	147 18 8
2,400 0 0	5	-	5 0 0	-	2,405 0 0	-	-	-	-	163 12 2	163 12 2
5,393 11 8	4	22 9 2	927 14 0	18 15 3	6,368 10 1	33 0 0	-	-	-	-	33 0 0
4,050 0 0	4	-	26 0 0	-	4,076 0 0	-	-	-	-	233 11 7	233 11 7
4,172 4 11	5	-	4,593 1 3	-	8,765 6 2	-	-	-	-	441 2 2	441 2 2
1,870 0 0	5	-	(p)	-	1,870 0 0	-	-	-	-	44 17 1	44 17 1
2,087 10 0	5	-	4,439 2 6	-	6,526 12 6	-	-	-	-	179 3 1	179 3 1
2,200 0 0	4	-	-	-	2,200 0 0	141 13 2	-	-	-	198 9 5	340 2 7
9,584 14 0	3½	-	8 4 7	-	8,592 18 7	-	6 0 0	-	-	177 11 2	183 11 2
6,481 1 3	5	45 1 7	340 18 1	-	6,867 0 11	172 18 4	-	-	-	592 11 0	765 9 4
10,226 14 4	1½	-	-	-	10,226 14 4	-	-	-	-	259 13 11	259 13 11
7,760 0 0	5	-	15,399 12 0	-	23,159 12 0	-	-	-	-	365 16 0	365 16 0
5,004 15 4	5	-	9,423 14 0	-	14,428 9 4	-	63 5 5	-	-	151 1 8	214 7 1
9,168 9 9	4	-	-	-	9,168 9 9	-	-	-	-	24 6 1	24 6 1
3,981 0 0	3	-	119 8 0	-	4,100 8 0	-	21 0 0	-	-	163 3 10	184 5 10
700 0 0	4½	-	-	-	700 0 0	165 13 2	-	6 0 0	-	26 4 0	197 17 2
1,000 0 0	4	-	-	-	1,000 0 0	60 0 0	-	-	-	151 14 7	211 14 7
11,381 7 3	3½	-	72 9 5	-	11,353 16 8	49 13 4	-	-	-	838 17 5	868 10 9
6,400 0 0	5	60 0 0	-	-	6,460 0 0	75 18 4	-	-	-	133 14 10	209 13 2

(d) For debts of 2,881l. 10s. 10d.

(e) Including 400l. at 4½ per cent.

(f) For a debt of 200l.

(i) Including 117l. paid for interest on debt of the Northern Division.

(h) Including 400l. at 4½ per cent.

(o) Including 1,520l. at 4 per cent.

(p) Not known.

(q) For debts of 300l.

(u) For debts of 740l. 14s. 8d.

(s) Including 378l. 14s. 6d. at 2 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
COUNTY OF DERBY—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Derby to Uttoxeter - -	47 4 9	- - -	922 4 8	- - -	- - -	- - -	0 7 4	- - -		
Duffield and Heage - -	192 15 11	- - -	509 10 0	31 0 0	- - -	- - -	5 16 7	- - -		
Glossop and Marple Bridge - -	776 4 10	- - -	1,485 0 0	- - -	- - -	- - -	14 6 11	- - -		
Greenhill Moor and Eckington - -	264 15 9	- - -	313 0 0	- - -	- - -	0 0 6	6 7 8	- - -		
Haddon and Bentley - -	349 6 2	- - -	235 11 9	136 15 0	10 0 0	0 18 9	- - -	- - -		
Ideridgehay and Duffield - -	203 1 3	- - -	218 10 0	28 19 10	- - -	0 7 0	- - -	- - -		
Mansfield and Chesterfield - -	- - -	4 18 4	630 18 3	- - -	- - -	- - -	5 0 0	- - -		
Nottingham Road (from Derby to Risley) - - -	- - -	241 9 3	613 15 0	- - -	- - -	0 5 0	- - -	- - -		
Nottingham and Newhaven, Third District - - -	544 16 8	- - -	1,200 0 0	- - -	- - -	- - -	- - -	- - -		
Oakerthorpe and Ashborne - -	233 4 7	- - -	422 0 0	196 4 4	- - -	1 11 6	20 0 0	- - -		
Owler Bar - - -	860 11 10	- - -	2,605 0 0	- - -	- - -	4 7 0	48 3 9	- - -		
Sheffield and Chapel-en-le-Frith -	1,611 7 1	- - -	2,300 0 0	- - -	- - -	3 5 0	36 8 0	- - -		
Sheffield and Gander Lane - -	931 0 4	- - -	1,873 12 4	- - -	- - -	- - -	63 12 3	- - -		
Sheffield and Glossop - - -	- - -	36 5 4	444 15 5	221 1 5	- - -	- - -	11 16 3	- - -		
Temple Normanton and Tibshelf -	54 6 5	- - -	109 10 0	10 19 8	35 8 1	- - -	0 0 2	- - -		
Tideswell, Blackwell, Edensor, and Ashford - - -	86 7 6	- - -	171 0 10	- - -	- - -	- - -	- - -	- - -		
Tupton and Ashover - - -	105 17 0	- - -	141 10 0	27 2 6	- - -	0 2 0	- - -	- - -		
Wirksworth and Hulland Ward -	226 16 7	- - -	251 10 0	84 10 0	- - -	0 13 6	- - -	- - -		
£	11,036 2 1	375 3 7	31,391 7 5	1,416 10 10	860 8 1	15 8 0	323 18 7	- - -		
COUNTY OF DEVON.										
Ashburton and Totnes - -	706 12 0	- - -	1,544 1 9	108 6 8	- - -	- - -	13 2 9	- - -		
Axminster - - -	103 7 5	- - -	942 6 4	- - -	- - -	0 1 0	1 0 0	- - -		
Barnstaple - - -	794 1 7	- - -	6,360 0 0	- - -	- - -	6 5 9	3 18 0	- - -		
Ditto, New Eastern Roads - -	174 16 3	- - -	500 0 0	- - -	- - -	- - -	- - -	- - -		
Bideford - - -	887 2 9	- - -	2,120 0 0	- - -	- - -	1 8 0	8 6 0	- - -		
Braunton - - -	426 5 7	- - -	432 7 6	- - -	- - -	- - -	14 11 3	- - -		
Braunton and Ilfracombe - - -	296 13 9	- - -	302 17 1	- - -	- - -	- - -	- - -	- - -		
Combmartin - - -	26 19 7	- - -	758 9 3	- - -	- - -	- - -	0 4 0	- - -		
Countess Wear Bridge - - -	307 6 10	- - -	70 0 0	- - -	- - -	- - -	24 2 3	- - -		
Cullompton - - -	531 17 1	- - -	108 0 0	- - -	30 0 0	- - -	- - -	- - -		
Exeter - - -	781 10 5	- - -	8,438 0 0	- - -	- - -	0 17 6	84 16 6	- - -		
Exmouth Road - - -	30 7 0	- - -	165 16 8	- - -	- - -	- - -	- - -	- - -		
Great Torrington - - -	115 12 4	- - -	1,303 8 1	- - -	- - -	0 14 0	- - -	- - -		
Honiton - - -	25 12 6	- - -	1,073 5 2	- - -	- - -	0 5 0	- - -	- - -		
Honiton and Ilminster - - -	331 12 8	- - -	309 13 10	- - -	- - -	- - -	- - -	- - -		
Honiton and Sidmouth - - -	132 6 10	- - -	258 0 0	- - -	- - -	- - -	- - -	- - -		
Kingsbridge and Dartmouth - -	- - -	5 11 0	1,710 0 0	282 6 0	- - -	0 3 9	89 1 3	- - -		
Modbury - - -	- - -	0 8 11	788 0 0	- - -	- - -	- - -	14 5 6	- - -		
Moretonhampstead - - -	214 19 4	- - -	206 13 0	- - -	- - -	- - -	4 5 10	- - -		
Newton Bushel - - -	421 5 9	- - -	978 15 0	- - -	- - -	- - -	- - -	- - -		
Okehampton - - -	962 12 4	- - -	672 11 8	- - -	- - -	0 2 0	- - -	- - -		
Plymouth, Eastern - - -	171 0 3	- - -	585 0 0	- - -	- - -	0 2 0	- - -	- - -		
Plymouth and Exeter Road - -	135 4 5	- - -	166 0 0	- - -	- - -	- - -	- - -	- - -		
Plymouth and Tavistock - - -	697 13 8	- - -	1,405 10 0	- - -	- - -	- - -	- - -	- - -		
Sidmouth and Cullompton - - -	74 0 4	- - -	197 6 8	- - -	- - -	- - -	- - -	- - -		
South Molton - - -	1 10 2	- - -	1,764 12 0	- - -	- - -	- - -	3 2 0	- - -		
Tavistock - - -	- - -	112 4 8	2,514 0 0	- - -	- - -	- - -	110 16 9	- - -		
Teignmouth and Dawlish - - -	654 6 7	- - -	900 0 0	194 7 4	- - -	- - -	13 10 2	- - -		
Tiverton - - -	291 5 5	- - -	(c) 2,486 9 2	634 5 4	- - -	- - -	0 15 0	- - -		
Tiverton to Norman's Lands - -	- - -	209 11 5	338 11 0	74 10 0	- - -	- - -	- - -	- - -		
Torquay - - -	256 7 7	- - -	3,999 5 0	- - -	- - -	- - -	3 0 0	- - -		
Totnes and Bridgetown Pomeroy -	565 15 3	- - -	2,361 8 8	- - -	- - -	- - -	30 18 0	- - -		
£	10,118 5 8	327 16 0	42,760 9 10	1,293 15 4	30 0 0	9 19 0	419 15 3	- - -		
COUNTY OF DORSET.										
Blandford and Poole - -	662 7 10	- - -	689 0 0	- - -	- - -	0 10 0	4 0 0	- - -		
Blandford and Wimborne - -	206 3 4	- - -	222 7 4	- - -	- - -	- - -	- - -	- - -		
Bridport, First District - -	612 6 11	- - -	1,490 0 0	78 19 0	81 0 11	- - -	- - -	- - -		
Bridport, Second District - -	774 19 11	- - -	865 0 0	40 0 0	- - -	- - -	- - -	- - -		
Bridport and Broadwinsor - -	32 1 10	- - -	385 0 0	- - -	- - -	- - -	- - -	- - -		

(a) Contract work.

(b) Including contract work.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.		
TOTAL	Manual	Team Labour and	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	Carriage of	for	purchased.	done	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
922 12 0	158 15 1	67 13 5	53 13 0	- - -	- - -	30 17 8	- - -	20 0 0	40 0 0
546 6 7	88 11 3	51 19 8	12 7 11	- - -	- - -	17 13 8	10 0 0	10 0 0	- - -
1,499 8 11	462 6 6	164 8 11	262 14 10	- - -	5 15 0	48 17 2	- - -	75 0 0	60 0 4
319 8 2	55 3 3	50 0 0	50 0 0	- - -	- - -	8 12 5	- - -	- - -	- - -
383 5 6	132 5 3	23 0 9	7 5 9	- - -	- - -	25 6 9	5 1 9	27 11 6	25 3 0
247 16 10	33 6 4	4 0 2	8 2 10	- - -	- - -	14 12 0	5 0 0	10 0 0	11 10 0
635 18 3	(a) 273 18 9	- - -	- - -	- - -	- - -	15 18 9	5 5 0	- - -	20 0 0
614 0 0	113 0 0	48 7 9	76 0 6	- - -	1 10 10	18 8 1	- - -	20 0 0	30 0 0
1,200 0 0	245 16 6	62 10 8	120 15 3	- - -	5 14 8	48 9 6	- - -	30 0 0	40 0 0
639 15 10	214 10 7	67 2 3	27 13 5	- - -	- - -	33 18 1	5 0 0	20 0 0	30 0 0
2,637 10 9	639 17 10	706 10 10	343 14 1	- - -	- - -	15 19 7	- - -	- - -	60 0 0
2,339 13 0	542 10 4	383 2 7	356 13 5	- - -	0 15 0	18 8 6	- - -	20 0 0	73 10 0
1,837 4 7	(a) 675 0 0	- - -	- - -	- - -	- - -	12 2 6	2 18 7	26 5 0	15 0 0
677 13 1	212 13 6	76 4 9	21 1 6	- - -	- - -	11 13 9	- - -	16 16 0	25 0 0
155 17 11	28 13 11	- - -	3 14 10	- - -	- - -	5 9 0	- - -	- - -	5 0 0
171 0 10	56 2 0	13 5 0	32 12 11	- - -	- - -	1 2 9	- - -	5 0 0	15 0 0
168 14 6	(a) 60 0 0	- - -	- - -	- - -	- - -	0 19 2	3 3 0	- - -	- - -
336 13 6	99 3 3	32 6 5	23 16 11	- - -	- - -	17 3 8	5 0 0	10 0 0	13 10 0
34,007 12 11	9,094 0 1	3,717 15 4	3,076 0 3	4 1 6	26 5 8	813 17 3	71 18 4	655 12 6	1,255 17 1
1,665 11 2	143 7 0	82 2 11	77 15 8	- - -	- - -	31 9 3	1 0 0	40 0 0	70 0 0
943 7 4	169 10 3	47 4 0	23 5 6	- - -	- - -	259 18 9	- - -	31 10 0	50 0 0
3,370 3 9	(b) 339 10 6	- - -	506 9 7	- - -	- - -	- - -	- - -	40 0 0	110 0 0
500 0 0	(a) 100 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0
2,129 14 0	(a) 630 0 0	- - -	- - -	- - -	10 0 0	99 15 3	- - -	15 0 0	65 0 0
446 18 9	(a) 22 0 0	- - -	- - -	- - -	- - -	16 14 1	- - -	8 0 0	8 0 0
302 17 1	(a) 83 10 0	- - -	- - -	- - -	- - -	3 16 8	- - -	8 0 0	8 0 0
758 13 3	(b) 177 4 7	74 17 3	9 11 10	- - -	- - -	24 6 2	- - -	20 0 0	20 0 0
94 2 3	23 15 0	- - -	- - -	- - -	- - -	1 15 3	- - -	- - -	- - -
139 0 0	- - -	- - -	- - -	- - -	- - -	- - -	8 0 0	15 0 0	- - -
8,523 14 0	(a) 2,806 19 2	- - -	- - -	- - -	- - -	244 12 5	- - -	200 0 0	250 0 0
165 16 8	(a) 26 5 0	- - -	- - -	- - -	- - -	9 14 10	20 0 0	20 0 0	5 0 0
1,204 2 1	112 5 11	160 3 6	291 16 8	- - -	31 9 5	40 11 5	- - -	30 0 0	65 0 0
1,073 10 2	(a) 400 0 0	- - -	- - -	- - -	- - -	14 16 3	15 0 0	35 0 0	20 0 0
309 13 10	(a) 116 8 9	- - -	- - -	- - -	- - -	14 9 9	- - -	30 0 0	15 0 0
258 0 0	37 10 0	- - -	- - -	- - -	- - -	10 9 4	8 0 0	18 0 0	3 0 0
2,061 11 0	152 11 10	52 4 11	428 14 8	60 0 0	5 8 0	30 12 6	10 0 0	31 10 0	80 0 0
802 5 6	42 12 0	0 8 0	89 19 7	- - -	2 6 6	7 7 2	- - -	20 0 0	20 0 0
211 0 10	2 12 0	- - -	- - -	- - -	- - -	5 14 7	5 0 0	10 0 0	4 0 0
976 15 0	(b) 180 16 0	- - -	137 7 1	- - -	1 16 0	16 2 1	10 0 0	20 0 0	40 0 0
672 13 8	(a) 385 3 6	- - -	- - -	- - -	- - -	20 6 11	- - -	26 0 0	20 0 0
585 2 0	(a) 240 0 0	- - -	- - -	- - -	- - -	5 4 9	- - -	36 15 0	40 0 0
166 0 0	- - -	- - -	- - -	- - -	- - -	3 3 9	- - -	- - -	- - -
1,405 10 0	221 16 10	383 0 4	440 17 4	- - -	3 11 0	48 11 1	- - -	31 10 0	52 0 0
197 6 8	(a) 73 15 0	- - -	- - -	- - -	- - -	15 9 8	- - -	- - -	- - -
1,767 14 0	188 17 2	45 8 9	- - -	- - -	17 8 0	30 7 10	10 0 0	10 0 0	75 0 0
2,624 16 9	982 7 9	408 8 4	74 3 5	- - -	- - -	171 19 3	- - -	25 0 0	122 10 0
1,107 17 6	(b) 87 9 8	75 5 9	34 2 6	- - -	- - -	29 3 9	30 0 0	52 10 0	50 0 0
3,121 9 6	500 1 10	181 10 11	208 9 3	- - -	9 1 9	183 17 7	34 15 10	(d) 50 2 2	(d) 112 10 0
413 1 0	86 11 6	47 18 4	51 7 8	- - -	3 0 0	- - -	- - -	- - -	10 0 0
4,002 5 0	(b) 1,518 12 6	- - -	- - -	- - -	2 10 0	152 5 8	- - -	40 0 0	100 0 0
2,392 6 8	(a) 301 17 11	- - -	- - -	- - -	23 8 3	61 6 5	- - -	40 15 0	50 0 0
44,313 19 5	10,153 11 8	1,558 13 0	2,374 0 9	60 0 0	109 18 11	1,554 2 3	151 15 10	904 12 9	1,485 0 0
693 10 0	116 15 4	62 8 7	16 19 0	- - -	- - -	13 14 7	- - -	20 0 0	30 0 0
222 7 4	10 6 0	1 18 6	1 12 8	- - -	- - -	2 5 6	5 0 0	10 0 0	- - -
1,649 19 11	52 3 4	35 13 0	167 11 0	- - -	- - -	24 9 10	- - -	70 0 0	50 0 0
205 0 0	8 15 11	16 4 6	18 19 5	- - -	- - -	23 9 1	- - -	12 12 0	26 0 0
385 0 0	- - -	- - -	- - -	- - -	- - -	7 12 6	- - -	35 0 0	15 0 0

(c) Exclusive of paving toll.

(d) For one year and a quarter.

(Continued on page 20.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF DERBY—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Derby to Uttoxeter	- - -	345 1 4	15 3 10	150 0 0	1 17 4	- - -	883 1 8
Duffield and Heage	6 8 0	318 10 0	8 15 10	- - -	3 0 0	- - -	527 6 4
Glossop and Marple Bridge	- - -	188 18 6	- - -	187 2 3	23 12 10	- - -	1,478 16 4
Greenhill Moor and Eckington	32 18 8	112 14 0	- - -	- - -	0 17 7	- - -	310 5 11
Haddon and Bentley	- - -	- - -	- - -	- - -	10 12 6	10 0 0	266 7 3
Ideridgehay and Duffield	- - -	140 3 3	- - -	- - -	17 2 6	- - -	243 17 1
Mansfield and Chesterfield	35 0 4	160 0 0	- - -	- - -	12 8 0	- - -	523 10 10
Nottingham Road (from Derby to Risley)	4 7 10	53 10 5	34 3 5	- - -	12 16 10	- - -	412 5 8
Nottingham and Newhaven, Third District	- - -	392 17 5	67 0 0	385 17 11	31 9 3	- - -	1,430 11 2
Oakethorpe and Ashborne	- - -	75 15 11	- - -	(a) 138 0 0	18 13 11	- - -	630 14 2
Owlter Bar	29 14 9	331 6 10	- - -	(b) 450 0 0	30 15 2	- - -	2,607 19 1
Sheffield and Chapel-en-le-Frith	26 6 8	930 16 2	31 0 7	(c) 75 0 0	35 6 4	- - -	2,493 9 7
Sheffield and Gander Lane	43 6 2	309 7 8	94 0 0	745 3 5	65 9 9	- - -	1,988 13 1
Sheffield and Glossop	- - -	109 18 0	- - -	151 4 6	6 3 7	- - -	630 15 7
Temple Normanton and Tibshelf	8 9 4	57 8 3	- - -	- - -	6 14 7	35 8 1	150 18 0
Tideswell, Blackwell, Edensor, and Ashford	- - -	86 10 5	- - -	- - -	1 16 0	- - -	211 9 1
Tupton and Ashover	8 5 6	98 0 0	- - -	- - -	4 14 2	- - -	175 1 10
Wirksworth and Hlland Ward	- - -	150 11 4	- - -	- - -	12 13 6	- - -	364 5 1
£	323 4 9	7,803 1 0	929 12 11	4,587 3 10	628 3 7	860 8 1	33,847 2 2
COUNTY OF DEVON.							
Ashburton and Totnes	3 14 4	806 10 2	- - -	- - -	49 13 6	- - -	1,305 12 10
Axminster	9 19 6	94 6 6	- - -	- - -	47 8 5	- - -	733 2 11
Barnstaple	49 11 1	1,593 4 5	23 0 0	(e) 630 0 0	111 18 11	- - -	3,403 14 6
Ditto, New Eastern Roads	- - -	371 5 9	- - -	- - -	7 10 6	- - -	488 16 3
Bideford	- - -	285 12 5	67 4 1	(g) 707 19 9	76 13 10	- - -	1,957 5 4
Braunton	- - -	396 16 0	- - -	- - -	32 4 6	- - -	483 14 7
Braunton and Ilfracombe	- - -	274 14 3	- - -	- - -	9 0 7	- - -	387 1 4
Combmartin	- - -	434 17 0	- - -	- - -	5 6 9	- - -	770 3 7
Countess Wear Bridge	- - -	- - -	- - -	- - -	- - -	- - -	25 10 3
Cullompton	- - -	348 15 0	- - -	- - -	2 18 6	30 0 0	404 13 8
Exeter	42 14 4	1,902 17 1	10 0 0	1,247 10 0	230 5 5	- - -	6,934 18 5
Exmouth Road	7 9 6	24 6 3	30 13 10	- - -	6 19 2	- - -	150 8 7
Great Torrington	- - -	375 18 9	27 10 0	- - -	13 11 8	- - -	1,148 7 4
Honiton	- - -	232 16 4	- - -	(k) 352 10 0	14 18 0	- - -	1,085 0 7
Honiton and Ilminster	16 18 0	273 9 9	- - -	- - -	9 7 3	- - -	475 13 6
Honiton and Sidmouth	12 1 4	98 15 0	- - -	- - -	9 8 2	- - -	197 3 10
Kingsbridge and Dartmouth	87 12 8	781 3 1	36 0 0	(l) 179 10 0	138 5 7	- - -	2,073 13 3
Modbury	- - -	617 1 7	- - -	- - -	11 12 0	- - -	811 6 10
Moretonhampstead	- - -	206 0 0	- - -	- - -	10 9 4	- - -	243 15 11
Newton Bushel	- - -	272 1 2	117 12 7	- - -	19 18 6	- - -	815 13 5
Okehampton	- - -	- - -	155 7 9	- - -	16 4 10	- - -	633 3 0
Plymouth, Eastern	- - -	109 4 6	152 2 4	- - -	15 12 4	- - -	598 18 11
Plymouth and Exeter Road	- - -	130 0 6	- - -	100 0 0	3 0 0	- - -	226 4 8
Plymouth and Tavistock	- - -	190 11 10	58 17 0	246 5 6	63 0 9	- - -	1,740 1 8
Sidmouth and Cullompton	52 2 0	56 8 0	- - -	- - -	2 2 6	- - -	199 14 2
South Molton	- - -	1,280 9 3	- - -	- - -	51 3 11	- - -	1,738 14 11
Tavistock	8 5 9	309 8 10	- - -	(r) 391 8 0	149 10 11	- - -	2,643 2 3
Teignmouth and Dawlish	30 15 7	671 1 4	- - -	- - -	38 12 0	- - -	1,099 0 7
Tiverton	- - -	1,946 14 0	- - -	- - -	41 9 2	- - -	3,268 13 1
Tiverton to Norman's Lands	- - -	107 6 2	- - -	- - -	20 2 0	- - -	326 5 8
Torquay	2 13 3	905 10 6	15 0 0	(c) 80 0 0	95 7 7	- - -	2,911 18 6
Totnes and Bridgetown Pomeroy	- - -	981 9 6	- - -	- - -	57 7 3	- - -	1,516 4 4
£	323 17 4	16,068 11 11	693 7 7	3,935 3 3	1,395 3 10	30 0 0	40,797 19 1
COUNTY OF DORSET.							
Blandford and Poole	48 10 2	83 0 0	- - -	(u) 404 19 0	26 7 6	- - -	822 14 2
Blandford and Wimborne	50 0 0	118 12 1	- - -	- - -	55 15 10	- - -	255 10 7
Bridport, First District	- - -	523 4 6	- - -	(w) 770 0 0	21 5 6	81 0 11	1,795 8 1
Bridport, Second District	- - -	703 6 1	- - -	- - -	12 7 2	- - -	821 14 2
Bridport and Broadwindsor	6 1 1	35 5 0	- - -	150 0 0	10 3 7	- - -	259 2 2

(a) For debts of 200l.

(g) For debts of 725l.

(u) Including 1,650l. at 4 per cent.

(t) Including 11,550l. at 4 per cent.

(b) For debts of 503l. 16s. 4d.

(h) Including 2,150l. at 4 and 1,725l. at 4½ per cent.

(o) Including 1,136l. 11s. 11d. at 4 per cent.

(w) For debts of 450l.

(c) For a debt of 100l.

(i) Including 100l. at 3½ per cent.

(p) Including 1,200l. at 4½ per cent.

(v) Including 500l. at 5 per cent.

(w) For debts of 1,050l.

(Continued from page 19.)

DEBTS.						ARREARS OF INCOME					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8,680 0 0	4	- - -	3 18 4	- - -	8,683 18 4	110 7 4	- - -	- - -	- - -	86 15 1	197 2 5
6,370 1 7	5	- - -	- - -	- - -	6,370 1 7	- - -	- - -	- - -	- - -	211 16 2	211 16 2
3,587 10 0	5	- - -	190 3 9	- - -	3,777 13 9	- - -	- - -	- - -	- - -	796 15 5	796 15 5
2,430 0 0	5	102 5 6	20 18 1	- - -	2,573 3 7	26 1 8	- - -	- - -	23 0 0	273 18 0	322 19 8
5,130 0 0	5	- - -	9,012 0 0	- - -	14,162 0 0	- - -	- - -	- - -	27 5 0	466 4 5	493 9 5
2,862 10 0	5	- - -	1,001 17 6	- - -	3,864 7 6	- - -	- - -	- - -	- - -	207 1 0	207 1 0
4,000 0 0	4	- - -	- - -	- - -	4,000 0 0	55 18 4	- - -	- - -	5 0 0	108 9 1	169 7 5
1,130 0 0	4 & 5	- - -	- - -	39 14 11	1,189 14 11	51 5 0	- - -	- - -	- - -	- - -	51 5 0
7,472 10 0	4	- - -	33 19 2	- - -	7,506 9 2	- - -	- - -	- - -	- - -	314 5 6	314 5 6
2,020 0 0	3½	- - -	70 0 0	- - -	2,090 0 0	- - -	31 0 0	- - -	- - -	242 6 3	273 6 3
8,699 2 4	4	5 0 0	391 7 2	- - -	9,095 9 6	- - -	- - -	- - -	- - -	910 3 6	910 3 6
22,843 0 0	4	39 6 6	1,111 2 3	- - -	23,993 8 9	200 0 0	- - -	- - -	- - -	1,457 10 6	1,657 10 6
3,035 11 1	5	- - -	(d) 519 10 3	- - -	3,555 1 4	- - -	- - -	- - -	- - -	879 11 10	879 11 10
5,450 1 0	2	- - -	- - -	- - -	5,450 1 0	- - -	166 9 7	- - -	113 6 7	10 12 2	290 8 4
2,870 0 0	2	- - -	- - -	- - -	2,870 0 0	- - -	- - -	- - -	- - -	59 6 4	59 6 4
5,918 2 10	5	317 1 11	12,440 17 7	- - -	18,676 2 4	- - -	- - -	- - -	- - -	45 19 3	45 19 3
1,400 0 0	5	- - -	2,142 0 0	- - -	3,542 0 0	- - -	- - -	- - -	- - -	99 9 8	99 9 8
3,075 0 0	5	- - -	3,843 15 0	- - -	6,918 15 0	3 10 0	- - -	- - -	- - -	199 5 0	202 15 0
108,130 17 4	- -	591 4 8	71,626 12 11	58 10 2	272,427 5 1	1,284 5 4	287 15 0	6 0 0	185 15 7	10,879 19 5	12,643 15 4
17,600 0 0	4 to 5	70 0 0	979 10 0	- - -	18,649 10 0	- - -	- - -	- - -	- - -	1,066 10 4	1,066 10 4
2,450 0 0	4	- - -	- - -	- - -	2,450 0 0	- - -	- - -	- - -	- - -	313 11 10	313 11 10
31,725 0 0	5	- - -	261 0 0	- - -	31,986 0 0	- - -	- - -	1 0 0	1 0 0	760 10 10	762 10 10
6,605 0 0	5	- - -	1,326 10 0	- - -	7,931 10 0	- - -	- - -	- - -	- - -	186 0 0	186 0 0
17,532 0 0	3½	- - -	647 6 10	- - -	18,199 6 10	- - -	- - -	- - -	- - -	1,059 11 5	1,059 11 5
6,517 0 0	5	- - -	1,423 17 1	- - -	7,940 17 1	- - -	- - -	- - -	- - -	389 9 9	389 9 9
4,137 0 0	5	- - -	2,038 1 11	- - -	6,195 1 11	- - -	- - -	- - -	- - -	212 9 6	212 9 6
7,347 10 0	5	- - -	2,363 12 9	- - -	9,611 2 9	- - -	- - -	- - -	- - -	15 9 3	15 9 3
1,175 0 0	none	- - -	- - -	- - -	1,175 0 0	- - -	- - -	- - -	- - -	375 18 10	375 18 10
6,975 0 0	5	- - -	4,559 10 7	- - -	11,534 10 7	- - -	- - -	- - -	- - -	265 3 7	265 3 7
49,400 0 0	4	446 10 2	3,369 9 5	- - -	53,215 19 7	- - -	- - -	- - -	23 0 0	2,370 6 0	2,393 6 0
580 0 0	4 & 4½	- - -	8 13 3	- - -	558 13 3	- - -	- - -	- - -	- - -	45 15 1	45 15 1
10,026 10 0	4 & 4½	- - -	414 0 4	- - -	10,440 10 4	- - -	- - -	- - -	- - -	271 7 1	271 7 1
5,900 0 0	3½	- - -	- - -	- - -	5,900 0 0	- - -	- - -	- - -	- - -	14 2 1	14 2 1
11,367 2 6	5	- - -	11,651 7 1	- - -	23,018 9 7	- - -	- - -	- - -	- - -	165 13 0	165 13 0
3,950 0 0	2½	- - -	- - -	- - -	3,950 0 0	- - -	- - -	- - -	- - -	193 3 0	193 3 0
18,949 7 2	5	- - -	17,664 11 8	- - -	36,613 18 10	- - -	- - -	- - -	- - -	2 6 9	2 6 9
26,268 0 0	3	- - -	926 0 11	9 10 3	27,203 11 2	- - -	- - -	- - -	- - -	- - -	- - -
4,397 0 0	4 & 5	- - -	307 12 6	- - -	4,704 12 6	- - -	- - -	- - -	33 11 9	182 4 3	215 16 0
6,386 11 11	5	- - -	135 3 0	- - -	6,721 14 11	- - -	- - -	- - -	- - -	584 7 4	584 7 4
2,500 0 0	4½	- - -	- - -	- - -	2,500 0 0	- - -	- - -	- - -	- - -	1,002 3 0	1,002 3 0
2,900 0 0	4	- - -	58 0 0	- - -	2,958 0 0	- - -	- - -	- - -	- - -	157 3 4	157 3 4
4,700 0 0	4	- - -	- - -	- - -	4,700 0 0	- - -	- - -	- - -	- - -	75 0 2	75 0 2
4,775 0 0	5	- - -	4,060 0 7	- - -	10,835 0 7	- - -	- - -	- - -	- - -	363 2 0	363 2 0
25,270 0 0	4 & 5	287 10 9	1,455 0 0	- - -	27,012 10 9	- - -	- - -	- - -	- - -	71 12 10	71 12 10
7,430 0 0	4	50 0 0	152 8 0	130 10 2	7,952 18 2	2 0 0	- - -	13 15 0	- - -	30 9 3	30 9 3
24,325 0 0	5	11 5 0	10,238 13 9	- - -	35,074 18 9	- - -	- - -	- - -	- - -	15 15 0	15 15 0
207,350 0 0	5	250 0 0	1,519 7 0	- - -	39,319 7 0	197 2 0	479 11 6	- - -	- - -	663 3 6	663 3 6
4,472 0 0	5	50 0 0	4,075 10 5	122 16 1	10,720 6 6	27 18 0	100 17 6	- - -	- - -	144 1 10	820 15 4
23,900 0 0	4 to 5	- - -	699 17 2	- - -	24,599 17 2	- - -	- - -	- - -	- - -	- - -	128 15 6
25,430 0 0	4	- - -	778 12 0	- - -	29,258 12 0	26 0 0	- - -	2 10 0	- - -	1,346 13 1	1,346 13 1
110,390 1 7	- -	1,165 5 11	71,113 16 3	262 16 6	482,932 0 3	253 0 0	580 9 0	17 5 0	57 11 9	13,769 6 6	14,677 12 3
1,750 0 0	4½	- - -	141 5 0	- - -	1,891 5 0	54 8 4	- - -	- - -	- - -	533 3 8	587 12 0
1,800 0 0	4½	- - -	353 10 0	- - -	2,153 10 0	- - -	- - -	- - -	- - -	173 0 1	173 0 1
16,965 0 0	3	51 2 6	510 1 7	- - -	17,466 4 1	- - -	- - -	- - -	- - -	466 18 9	466 18 9
17,344 8 2	5	- - -	3,269 14 6	- - -	20,514 2 8	- - -	- - -	- - -	- - -	858 5 9	858 5 9
5,541 0 0	4	- - -	49 10 0	- - -	5,590 10 0	- - -	- - -	- - -	- - -	157 19 8	157 19 8

(d) Mis-stated in former Returns.

(A) For debts of 550l.

(g) Including 1,250l. at 4½ per cent.

(x) Including 1,122l. 15s. at 4½ per cent.

(e) For debts of 700l.

(l) For a debt of 400l.

(r) For debts of 400l.

(f) Including 9,075l. at 4 per cent.

(m) Including 150l. added for land taken.

(a) Including 700l. at 4 per cent.

(y) Including 3,891l. at 3 per cent. interest deferred.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF DORSET—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cerne Abbas - - - - -	385 8 10	- - -	306 0 0	- - -	- - -	0 2 0	- - -	- - -
Dorchester and Wool - - -	126 6 2	- - -	347 13 9	- - -	- - -	- - -	- - -	- - -
Harnham, Blandford, and Dorchester - - - - -	409 18 9	- - -	1,308 0 0	- - -	- - -	- - -	19 10 9	- - -
Lyme Regis - - - - -	67 14 3	- - -	969 9 4	- - -	- - -	- - -	- - -	- - -
Ditto, Crewkerne Branch - - -	2 2 5	- - -	70 0 0	- - -	- - -	- - -	- - -	- - -
Maiden Newton - - - - -	- - -	207 14 11	1,015 0 0	- - -	- - -	- - -	28 11 6	- - -
Poole - - - - -	605 16 8	- - -	1,348 12 0	- - -	- - -	0 2 0	- - -	- - -
Shaftesbury, Old and New - - -	514 2 4	- - -	1,417 10 0	- - -	- - -	- - -	44 0 0	- - -
Sherborne - - - - -	50 19 8	- - -	1,752 14 0	- - -	- - -	0 16 3	12 0 0	- - -
Vale of Blackmoor - - - - -	539 1 5	- - -	1,703 15 10	- - -	- - -	- - -	- - -	- - -
Wareham (Three Branches) - - -	655 13 3	- - -	906 8 10	- - -	- - -	- - -	4 10 0	- - -
Weymouth, Melcombe Regis, and Dorchester - - - - -	348 13 3	- - -	1,292 0 4	- - -	- - -	0 11 0	12 15 7	- - -
Wimborne and Piddletown - - -	586 16 11	- - -	537 0 0	- - -	- - -	- - -	- - -	- - -
£	6,580 13 9	207 14 11	16,625 11 5	118 19 0	81 0 11	2 1 3	125 7 10	- - -
COUNTY OF DURHAM.								
Bishopwearmouth and Norton - - -	121 17 8	- - -	986 13 4	- - -	- - -	2 9 9	- - -	- - -
Boroughbridge and Durham (Part) - - -	281 3 3	- - -	900 3 4	- - -	- - -	- - -	25 15 0	- - -
Bowes and Sunderland Bridge - - -	- - -	229 4 8	1,001 5 3	- - -	- - -	- - -	- - -	- - -
Catterick Bridge to Durham - - -	53 9 8	- - -	1,181 0 0	- - -	- - -	- - -	- - -	- - -
Darlington, or Angel Inn and Barton Lane End - - -	60 16 4	- - -	800 10 1	- - -	10 0 0	- - -	- - -	- - -
Darlington and Cockerton Bridge (United) - - - - -	18 18 8	- - -	652 19 0	- - -	- - -	- - -	- - -	- - -
Derwent and Shotley Bridge - - -	204 18 10	- - -	666 5 0	86 0 0	- - -	- - -	- - -	- - -
Durham and Shotley Bridge - - -	29 9 11	- - -	785 0 0	- - -	- - -	4 0 0	30 0 0	- - -
Durham and Tyne Bridge - - - - -	- - -	152 16 6	2,000 0 0	- - -	- - -	2 5 0	48 12 5	- - -
Edmondbyers - - - - -	- - -	4 14 5	199 16 8	- - -	- - -	- - -	- - -	- - -
Eggleston Coal Road - - - - -	333 4 7	- - -	598 0 0	- - -	- - -	- - -	7 2 3	- - -
Gateshead and Hexham - - - - -	297 16 1	- - -	1,351 16 8	- - -	- - -	0 0 6	26 10 0	- - -
Lobley Hill - - - - -	374 19 9	- - -	2,355 14 10	171 11 1	101 18 1	0 13 0	83 8 6	- - -
South Shields - - - - -	218 6 3	- - -	515 0 0	- - -	- - -	- - -	- - -	- - -
Stockton and Barnard Castle - - -	155 16 1	- - -	568 17 7	58 0 0	- - -	- - -	- - -	- - -
Sunderland and Durham - - - - -	272 2 3	- - -	1,082 10 0	- - -	- - -	1 15 0	- - -	- - -
Wearmouth Bridge to Tyne Bridge and Branch - - - - -	406 11 6	- - -	1,580 0 0	- - -	- - -	- - -	3 0 0	- - -
West Auckland - - - - -	2 7 6	- - -	925 2 8	142 0 4	- - -	1 0 3	2 16 0	- - -
£	2,831 18 4	386 15 7	18,150 14 5	457 11 5	111 18 1	12 3 6	227 4 2	- - -
COUNTY OF ESSEX.								
Epping and Ongar - - - - -	- - -	108 17 5	1,701 5 0	- - -	- - -	- - -	81 6 6	- - -
Essex, First District - - - - -	1,121 16 1	- - -	2,899 17 4	- - -	- - -	0 1 0	179 4 6	- - -
Essex, Second District - - - - -	9 9 4	- - -	182 15 0	- - -	- - -	- - -	- - -	- - -
Hockerill - - - - -	185 7 9	- - -	720 0 0	- - -	- - -	- - -	52 17 0	- - -
Middlesex and Essex - - - - -	- - -	273 0 0	9,918 4 0	- - -	- - -	- - -	740 10 11	- - -
£	1,316 13 2	381 17 5	15,422 1 4	- - -	- - -	0 1 0	1,053 18 11	- - -
COUNTY OF GLOUCESTER.								
Berkeley, Dursley, Wotton-under-Edge, Frocester, and Caincross - - -	954 2 7	- - -	3,278 15 0	- - -	- - -	4 11 9	79 2 9	- - -
Bibury and Dancy's Fancy - - - - -	0 7 2	- - -	162 10 0	80 8 0	- - -	- - -	3 0 0	- - -
Bristol (Nine Districts) - - - - -	4,507 11 3	- - -	13,516 15 7	- - -	- - -	3 2 6	378 13 5	- - -
Campden and Clifford - - - - -	109 0 1	- - -	389 18 7	- - -	- - -	1 12 0	- - -	- - -
(a) Contract work.			(b) Including contract work.			(c) For half a year.		

(a) Contract work.

(b) Including contract work.

(c) For half a year.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17. 18. 19.		
TOTAL INCOME.	Manual Labour	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
306 2 0	(a) 114 19 6	-	-	-	-	37 1 3	-	30 0 0	-
347 13 9	39 4 3	32 6 9	42 7 9	-	-	8 2 3	-	15 10 0	25 0 0
1,327 10 9	274 5 8	82 17 11	74 7 4	-	1 17 6	44 2 11	25 0 0	60 0 0	150 0 0
969 9 4	150 0 0	80 0 0	118 6 6	22 10 0	-	47 7 2	13 2 0	90 0 0	-
70 0 0	-	-	-	-	-	-	2 0 0	10 0 0	-
1,043 11 6	186 7 2	52 7 3	60 13 2	109 0 0	16 4 6	60 10 4	25 0 0	55 0 0	50 0 0
1,348 14 0	300 9 1	214 4 6	21 12 2	-	-	98 17 6	-	50 0 0	30 0 0
1,461 10 0	(b) 633 18 9	123 16 0	11 19 3	3 7 0	-	103 4 11	-	(c) 17 10 0	(c) 50 0 0
1,765 10 3	512 14 8	330 19 3	199 10 9	-	50 1 8	69 2 8	-	40 0 0	100 0 0
1,703 15 10	(b) 770 9 2	-	-	-	-	38 4 6	-	29 0 0	32 10 0
910 18 10	234 10 10	119 0 0	1 0 0	-	-	26 15 1	30 0 0	30 0 0	77 0 0
1,305 6 11	243 4 3	111 11 5	250 12 4	-	25 6 8	81 8 8	20 0 0	45 0 0	76 0 0
537 0 0	(a) 159 0 0	-	-	-	-	19 0 8	-	25 0 0	-
16,953 0 5	3,807 3 11	1,263 7 8	985 11 4	134 17 0	93 10 4	705 9 5	120 2 0	644 12 0	711 10 0
969 3 1	315 17 8	121 5 11	156 14 8	-	-	25 13 3	10 0 0	30 0 0	80 0 0
925 18 4	199 19 8	113 15 9	275 5 8	-	-	50 18 2	-	30 0 0	33 5 0
1,001 5 3	216 13 6	280 18 1	324 19 11	-	-	22 4 4	-	30 0 0	66 0 0
1,181 0 0	262 19 0	109 10 3	244 5 8	-	1 17 6	21 14 10	-	-	120 0 0
810 10 1	109 3 0	24 0 6	46 12 8	-	0 11 3	2 19 9	-	20 0 0	20 0 0
652 19 0	228 7 4	105 7 11	186 4 6	-	-	22 2 2	-	55 0 0	46 13 0
752 5 0	195 8 2	120 11 4	34 18 6	-	-	-	-	-	25 0 0
819 0 0	173 8 11	130 3 3	95 0 0	-	-	7 4 9	10 0 0	5 5 0	20 0 0
2,050 17 5	749 9 5	362 3 5	429 12 4	-	-	87 19 6	30 0 0	50 0 0	100 0 0
199 16 8	78 17 11	24 3 0	19 12 4	-	-	5 16 3	-	5 0 0	15 0 0
605 2 3	92 19 7	127 14 5	210 19 9	-	-	15 8 11	-	21 0 0	10 0 0
1,378 7 2	807 11 6	166 2 5	164 17 6	-	-	19 3 6	-	35 0 0	60 0 0
2,713 5 6	993 8 1	291 16 7	264 19 3	-	4 0 0	141 10 5	107 10 0	8 0 0	100 0 0
515 0 0	11 0 4	5 11 0	(a) 145 5 0	-	-	7 18 9	5 0 0	12 10 0	20 0 0
686 17 7	124 17 8	95 14 10	148 4 4	-	-	54 15 11	-	20 0 0	43 0 0
1,064 5 0	373 6 1	89 8 1	117 12 1	-	1 0 0	232 8 2	28 2 6	25 0 0	80 0 0
1,560 0 0	280 4 1	121 12 2	130 0 6	-	-	50 9 4	30 0 0	20 0 0	80 0 0
1,070 19 3	557 12 2	162 5 2	99 12 6	-	3 5 0	14 1 2	(d) 20 0 0	(d) 50 0 0	50 0 0
15,959 11 7	5,771 4 1	2,452 4 1	3,094 17 2	-	10 13 9	782 9 2	240 12 6	406 15 0	966 0 0
1,782 11 6	386 17 0	306 3 4	153 1 8	-	-	115 12 2	25 0 0	31 10 0	80 0 0
2,079 2 10	844 14 11	486 13 1	657 1 3	15 0 0	13 0 3	162 19 6	-	100 0 0	217 10 0
182 15 0	32 13 4	27 12 3	26 14 2	-	-	33 18 1	-	20 0 0	-
772 17 0	270 16 0	103 18 8	147 15 7	-	27 2 2	42 6 0	10 0 0	30 0 0	75 0 0
10,658 14 11	3,104 9 6	1,830 11 1	2,468 18 7	-	-	285 12 4	-	420 0 0	400 0 0
16,476 1 3	4,639 10 9	2,754 18 5	3,453 11 3	15 0 0	40 2 5	640 8 1	35 0 0	601 10 0	772 10 0
3,362 9 6	906 1 1	402 6 0	569 14 5	-	-	84 19 11	-	66 15 0	170 0 0
245 18 0	172 5 7	20 14 0	4 8 0	-	-	2 3 0	-	15 0 0	-
13,894 11 5	2,849 11 6	2,554 1 2	2,603 14 3	-	212 5 9	429 12 3	-	(e) 300 0 0	952 5 10
391 5 7	105 15 0	53 2 5	82 9 2	-	15 10 5	44 13 9	-	15 0 0	-

(d) For two years.

(e) Including office clerk, 150l.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF DORSET—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cerne Abbas - - -	2 12 6	105 2 5	- - -	- - -	6 9 11	- - -	296 5 7
Dorchester and Wool - - -	6 11 8	99 6 4	- - -	150 0 0	2 18 4	- - -	421 7 4
Harnham, Blandford, and Dorchester - - -	40 12 11	425 6 0	- - -	- - -	44 1 3	- - -	1,222 11 6
Lyme Regis - - -	10 12 10	200 10 1	200 0 0	- - -	78 16 7	- - -	1,011 5 2
Ditto, Crewkerne Branch - - -	- - -	23 2 0	- - -	- - -	2 3 0	- - -	37 5 0
Maiden Newton - - -	17 7 0	146 17 2	5 14 6	200 0 0	33 10 4	- - -	1,018 11 5
Poole - - -	- - -	411 7 5	40 0 0	250 0 0	26 17 2	- - -	1,443 7 10
Shaftesbury, Old and New - - -	5 18 4	20 0 0	372 9 7	100 0 0	- - -	- - -	1,442 3 10
Sherborne - - -	- - -	163 17 2	30 0 10	100 0 0	29 15 11	- - -	1,626 2 11
Vale of Blackmoor - - -	- - -	304 18 11	150 0 0	- - -	42 18 10	- - -	1,368 5 5
Wareham (Three Branches) - - -	15 1 0	201 15 9	- - -	- - -	18 7 0	- - -	753 9 3
Weymouth, Melcombe Regis, and Dorchester - - -	- - -	172 5 4	- - -	600 0 0	28 11 9	- - -	1,654 0 3
Wimborne and Piddletown - - -	3 6 11	312 1 10	- - -	- - -	18 16 8	- - -	537 6 1
£	206 14 5	4,049 18 1	798 4 11	2,724 19 0	459 6 4	81 0 11	16,786 7 4
COUNTY OF DURHAM.							
Bishopwearmouth and Norton - - -	11 11 4	130 0 0	- - -	- - -	21 9 3	- - -	892 12 1
Boroughbridge and Durham (Part) - - -	- - -	62 10 0	- - -	- - -	13 2 4	- - -	778 16 7
Bowes and Sunderland Bridge - - -	4 17 6	20 3 0	- - -	- - -	26 2 3	- - -	991 18 7
Catterick Bridge to Durham - - -	- - -	335 10 1	- - -	- - -	27 13 0	- - -	1,123 10 4
Darlington, or Angel Inn and Barton Lane End - - -	- - -	314 16 5	- - -	213 4 6	20 1 6	10 0 0	781 9 7
Darlington and Cockerton Bridge (United) - - -	- - -	12 10 0	- - -	- - -	14 6 4	- - -	670 13 3
Derwent and Shotley Bridge - - -	- - -	292 0 9	5 2 7	- - -	15 5 9	- - -	688 7 1
Durham and Shotley Bridge - - -	45 8 9	14 13 9	- - -	- - -	25 10 5	- - -	526 14 10
Durham and Tyne Bridge - - -	13 2 2	3 11 0	- - -	- - -	63 10 0	- - -	1,891 7 10
Edmondbyers - - -	- - -	- - -	- - -	- - -	1 2 0	- - -	149 11 6
Eggleston Coal Road - - -	- - -	37 19 6	90 0 0	- - -	9 4 7	- - -	615 6 9
Gateshead and Hexham - - -	- - -	29 3 0	- - -	80 17 0	8 0 0	- - -	1,370 14 11
Lobley Hill - - -	18 10 10	444 11 1	- - -	- - -	46 13 7	101 18 1	2,522 17 11
South Shields - - -	- - -	100 2 6	- - -	(b) 212 10 0	0 6 6	- - -	520 4 1
Stockton and Barnard Castle - - -	- - -	75 5 0	- - -	- - -	18 18 6	- - -	577 16 3
Sunderland and Durham - - -	13 8 10	12 10 0	- - -	- - -	19 10 7	- - -	992 6 4
Wearmouth Bridge to Tyne Bridge and Branch - - -	18 8 0	229 3 9	- - -	375 0 0	(c) 116 3 2	- - -	1,451 1 0
West Auckland - - -	- - -	- - -	24 15 2	- - -	1 2 7	- - -	982 13 9
£	127 7 5	2,114 9 10	119 17 9	881 11 6	448 2 4	111 18 1	17,528 2 3
COUNTY OF ESSEX.							
Epping and Ongar - - -	- - -	103 5 0	- - -	500 0 0	5 12 6	- - -	1,707 1 8
Essex, First District - - -	2 3 0	- - -	41 13 7	- - -	83 13 0	- - -	2,624 8 7
Essex, Second District - - -	- - -	- - -	- - -	- - -	- - -	- - -	140 17 10
Hoekerrill - - -	- - -	9 12 6	- - -	- - -	7 7 0	- - -	723 17 11
Middlesex and Essex - - -	- - -	- - -	103 3 0	- - -	(f) 2,254 17 5	- - -	10,867 11 11
£	2 3 0	112 17 6	144 16 7	500 0 0	2,351 9 11	- - -	16,063 17 11
COUNTY OF GLOUCESTER.							
Berkeley, Dursley, Wotton-under-Edge, Frocester, and Caincross - - -	8 9 7	310 19 3	158 11 0	600 0 0	87 17 0	- - -	3,365 13 5
Bibury and Dancy's Fancy - - -	- - -	26 15 6	- - -	- - -	3 4 0	- - -	244 10 1
Bristol (Nine Districts) - - -	127 9 3	823 7 0	294 17 11	3,488 18 0	350 1 10	- - -	14,986 4 9
Camden and Clifford - - -	- - -	41 19 1	- - -	100 0 0	5 10 4	- - -	464 0 2

(a) Same amount as in the last Return.

(b) For debts of 300l.

(c) Including 41l. 11s. 3d. due from the late surveyor.

(g) Including 1,200l. at 4 per cent.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,264 3 4	2½	115 3 1	214 13 8	-	4,594 0 1	-	-	-	-	395 5 3	395 5 3
1,900 0 0	5	-	-	-	1,900 0 0	-	-	-	-	52 12 7	52 12 7
8,570 0 0	5	-	82 0 0	-	8,652 0 0	-	-	-	-	514 18 0	514 18 0
6,430 0 0	3½ & 3½	-	83 16 4	-	6,533 16 4	45 4 11	-	-	-	25 18 5	71 3 4
800 0 0	3	-	-	-	800 0 0	-	-	-	-	34 17 5	34 17 5
2,656 19 8	4½ & 5	-	-	182 14 10	2,839 14 6	-	-	-	-	-	-
10,350 0 0	4	68 6 8	-	-	10,418 6 8	-	-	-	-	511 2 10	511 2 10
300 0 0	5	340 2 3	-	-	640 2 3	-	-	-	-	533 8 6	533 8 6
3,700 0 0	4½	-	-	-	3,700 0 0	-	-	-	-	190 7 0	190 7 0
6,650 0 0	5	224 19 5	232 0 0	-	7,106 19 5	54 0 0	-	-	-	874 15 10	928 15 10
4,850 0 0	4½	99 6 3	-	-	4,949 6 3	-	-	-	-	813 2 5	813 2 5
3,150 0 0	5	-	-	0 0 3	3,150 0 3	-	-	-	-	-	-
23,865 0 0	5	227 2 10	13,442 18 3	-	42,535 1 1	-	-	-	-	586 10 10	586 10 10
120,746 11 2	-	1,126 3 0	23,381 9 4	182 15 1	145,436 18 7	153 13 3	-	-	-	6,722 7 0	6,876 0 3
2,600 0 0	5	85 8 4	-	-	2,685 8 4	-	-	-	-	218 8 8	218 8 8
1,250 0 0	5	-	-	-	1,250 0 0	-	-	-	20 8 8	428 5 0	448 13 8
100 0 0	5	-	-	219 18 0	319 18 0	-	-	-	380 9 9	-	380 9 9
6,970 0 0	5	-	-	-	6,970 0 0	-	-	-	-	110 19 4	110 19 4
12,709 14 0	5	-	5,884 0 6	-	18,593 14 6	172 16 6	-	-	-	89 16 10	262 13 4
250 0 0	5	-	-	-	250 0 0	26 13 0	-	-	-	1 4 5	27 17 5
13,338 0 0	4 & 4½	270 0 0	(a) 6,585 8 0	-	20,393 8 0	43 15 0	-	-	368 13 4	268 16 9	681 5 1
300 0 0	5	-	-	-	300 0 0	89 8 4	-	-	156 0 0	321 15 1	567 3 5
-	-	-	-	-	-	-	-	-	190 0 0	6 13 1	196 13 1
295 0 0	none	-	-	-	295 0 0	-	-	-	-	45 10 9	45 10 9
759 10 0	5	-	-	-	759 10 0	-	-	-	-	323 0 1	323 0 1
524 16 6	5	-	-	-	524 16 6	26 3 4	-	-	20 8 1	305 8 4	351 19 9
8,535 0 0	5	-	11,923 2 2	-	20,478 2 2	19 7 0	193 5 8	-	-	565 7 4	778 0 0
2,700 0 0	3½	-	-	-	2,700 0 0	-	-	-	-	213 2 2	213 2 2
1,605 0 0	5	-	-	-	1,605 0 0	15 10 0	-	-	17 18 0	204 17 5	238 5 5
250 0 0	5	-	-	-	250 0 0	-	-	-	-	364 0 11	364 0 11
4,272 13 4	5	125 8 4	2 0 0	-	4,400 1 8	-	-	1 6 6	-	538 10 6	539 17 0
7,479 0 0	(d) 5	-	(d) -	-	7,479 0 0	18 17 4	-	-	44 19 4	90 13 0	154 9 8
64,158 13 10	-	480 16 8	24,394 10 8	219 18 0	89,253 19 2	412 10 6	193 5 8	1 6 6	1,198 17 2	4,096 9 8	5,902 9 6
1,500 0 0	5	-	-	33 7 7	1,533 7 7	-	-	-	-	1,576 10 4	1,576 10 4
-	-	289 9 11	-	-	289 9 11	-	-	-	-	51 6 6	51 6 6
(e) 350 0 0	5	100 0 0	-	-	450 0 0	-	-	57 8 6	-	234 6 10	291 15 4
-	-	36 5 7	-	481 17 0	518 2 7	-	-	147 0 0	80 0 0	-	227 0 0
1,850 0 0	-	425 15 6	-	515 4 7	2,791 0 1	-	-	204 8 6	80 0 0	1,862 3 8	2,146 12 2
(g) 6,400 10 0	5	4 13 5	114 7 5	-	6,519 10 10	-	-	-	-	950 18 8	950 18 8
700 0 0	4	-	-	-	700 0 0	-	-	-	-	1 15 1	1 15 1
(h) 17,400 0 0	4	640 10 8	-	-	18,040 10 8	-	-	-	-	3,419 17 11	3,419 17 11
800 0 0	5	-	-	-	800 0 0	-	-	-	-	36 5 6	36 5 6

(d) No interest has been paid. (e) Including 150*l.* unclaimed. (f) Including lighting and watering 1,953*l.* 13*s.* 11*d.*
(h) Including 3,100*l.* at 4½ per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF GLOUCESTER —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cheltenham - - - - -	484 13 7	- - -	2,926 5 10	- - -	- - -	- - -	21 5 0	- - -
Cheltenham and Gloucester - - -	164 7 7	- - -	278 15 0	- - -	- - -	- - -	- - -	- - -
Cheltenham and Tewkesbury - - -	42 4 3	- - -	928 11 8	- - -	- - -	- - -	- - -	- - -
Cheltenham and Painswick - - -	65 16 8	- - -	359 13 0	- - -	- - -	- - -	- - -	- - -
Chipping Campden - - - - -	13 12 6	- - -	272 10 2	- - -	- - -	- - -	- - -	- - -
Cirencester - - - - -	363 18 7	- - -	2,652 16 8	- - -	- - -	- - -	- - -	- - -
Cirencester and Bath - - - - -	130 5 11	- - -	1,035 0 0	- - -	- - -	0 19 9	- - -	- - -
Cleeve and Evesham - - - - -	75 15 1	- - -	341 0 0	- - -	- - -	- - -	- - -	- - -
Coldharbour District - - - - -	194 14 3	- - -	538 18 2	- - -	- - -	- - -	- - -	- - -
Crickley Hill and Campsfield, Gloucestershire District - - -	4 19 2	- - -	313 10 0	235 8 0	- - -	- - -	6 0 0	- - -
Elton - - - - -	76 18 10	- - -	353 1 3	- - -	- - -	- - -	- - -	- - -
Forest of Dean - - - - -	1 2 10	- - -	2,419 9 3	- - -	- - -	- - -	2 1 0	- - -
Haw Bridge - - - - -	46 9 7	- - -	150 6 8	- - -	- - -	- - -	- - -	- - -
Huntley and Mitcheldean - - -	80 15 6	- - -	508 2 1	- - -	- - -	- - -	0 13 6	- - -
Kingswood - - - - -	101 8 2	- - -	206 13 4	- - -	- - -	- - -	- - -	- - -
Lightpill and Birdlip - - - - -	121 8 8	- - -	483 10 0	- - -	- - -	- - -	- - -	- - -
Maisemore - - - - -	275 2 2	- - -	606 6 8	- - -	- - -	- - -	13 9 4	- - -
Minchinhampton, Tetbury, and Bisley - - - - -	84 16 0	- - -	284 0 0	33 10 0	- - -	- - -	- - -	- - -
Nailsworth, Woodchester, and Dudbridge - - - - -	116 16 7	- - -	799 16 2	70 9 7	- - -	- - -	10 11 3	- - -
Ditto, Nailsworth and Avening Branch - - - - -	- - -	- - -	135 0 0	15 0 0	- - -	- - -	- - -	- - -
Newent - - - - -	144 7 5	- - -	722 7 4	- - -	- - -	- - -	- - -	- - -
Ditto, Aston Ingham District - - -	6 15 1	- - -	78 0 0	40 0 0	- - -	- - -	- - -	- - -
Northgate - - - - -	131 2 11	- - -	561 13 4	- - -	- - -	- - -	- - -	- - -
Over - - - - -	312 15 2	- - -	997 1 8	- - -	- - -	- - -	0 17 9	- - -
Pucklecchurch - - - - -	- - -	47 6 11	203 2 9	179 10 0	- - -	0 8 9	2 12 0	- - -
Sodbury Division - - - - -	218 6 8	- - -	1,464 13 4	- - -	- - -	4 13 6	29 10 0	- - -
Southgate - - - - -	100 0 8	- - -	810 0 0	40 0 0	- - -	- - -	2 9 9	- - -
Stow and Moreton (united) - - -	437 7 3	- - -	2,281 10 9	- - -	- - -	3 14 0	0 13 0	- - -
Stroud and Bisley - - - - -	- - -	539 6 3	125 6 8	- - -	- - -	- - -	- - -	- - -
Stroud, Cainscross, and Minchin- hampton, Lower Division - - -	156 0 5	- - -	160 10 0	- - -	- - -	- - -	- - -	- - -
Ditto, Upper Division - - - - -	71 3 6	- - -	57 4 5	4 0 0	- - -	- - -	- - -	- - -
Stroud and Chalford - - - - -	- - -	0 16 9	515 10 0	103 14 2	- - -	- - -	- - -	- - -
Stroud and Gloucester - - - - -	106 14 9	- - -	159 4 0	- - -	- - -	- - -	- - -	- - -
Stroud, Painswick, and Gloucester - - -	- - -	18 0 4	697 1 8	10 0 0	- - -	- - -	- - -	- - -
Tewkesbury - - - - -	- - -	542 11 6	2,501 8 1	- - -	- - -	0 10 0	2 17 0	- - -
Tewkesbury, Severn Bridge and Roads - - - - -	- - -	54 7 3	627 10 0	- - -	- - -	- - -	- - -	- - -
Winchcomb - - - - -	153 10 5	- - -	842 18 4	217 11 10	- - -	- - -	6 0 0	- - -
£	9,854 11 3	1,202 9 0	45,746 4 5	1,029 11 7	- - -	19 12 2	559 15 9	- - -
COUNTY OF HANTS.								
Aldermaston and Basingstoke - - -	170 2 2	- - -	335 18 4	- - -	- - -	- - -	25 0 0	- - -
Andover and Basingstoke - - -	222 16 6	- - -	715 10 7	- - -	- - -	- - -	40 0 0	- - -
Andover and Chilton Pond - - -	140 19 4	- - -	674 15 0	- - -	- - -	- - -	6 0 0	- - -
Andover Station - - - - -	134 0 2	- - -	48 1 3	- - -	- - -	- - -	- - -	- - -
Andover and Winchester, Andover District - - - - -	37 8 9	- - -	185 17 9	- - -	- - -	- - -	8 0 0	- - -
Basingstoke, Odiham, and Alton - - -	430 13 8	- - -	887 3 8	- - -	- - -	- - -	73 14 6	- - -
Basingstoke, Preston Candover, and Alton - - - - -	415 19 8	- - -	346 3 4	- - -	- - -	- - -	- - -	- - -
Bishop's Waltham and Fisher's Pond - - - - -	107 2 11	- - -	103 16 8	- - -	- - -	- - -	- - -	- - -
Botley - - - - -	- - -	7 6 7	125 0 0	47 9 10	- - -	- - -	- - -	- - -
Christchurch and Lyndhurst - - -	302 10 1	- - -	95 2 6	- - -	- - -	- - -	- - -	- - -
Cranborne Chase and New Forest - - -	114 13 1	- - -	333 0 0	- - -	- - -	- - -	- - -	- - -
Farnham and Petersfield - - - - -	270 16 1	- - -	365 15 0	- - -	- - -	- - -	- - -	- - -
Gosport, Bishop's Waltham, Wick- ham, and Chawton - - - - -	396 6 7	- - -	1,060 1 0	- - -	- - -	1 0 0	22 18 3	- - -
Isle of Wight Highways (c)- - - - -	- - -	2,091 10 4	2,218 14 0	(f)4,305 18 4	- - -	- - -	171 11 2	- - -
London and Southampton - - - - -	194 11 0	- - -	62 10 0	- - -	- - -	- - -	- - -	- - -
Lower St. Cross, Mill Lane to Park Gate - - - - -	403 4 6	- - -	397 0 0	- - -	- - -	- - -	2 2 2	- - -
Odiham and Farnham - - - - -	186 4 6	- - -	163 0 0	- - -	- - -	- - -	- - -	- - -
Petersfield to near Ropley - - - - -	- - -	13 7 10	62 7 9	25 10 0	- - -	- - -	(g) 16 15 6	- - -
Popham Lane to Winchester - - - - -	222 6 3	- - -	473 10 0	- - -	- - -	- - -	0 8 0	- - -

(a) Including contract work.

(b) Contract work.

(c) Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,947 10 10	667 15 9	352 0 5	789 9 3	- - -	- - -	142 3 8	- - -	40 0 0	120 0 0
278 15 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
928 11 8	315 5 5	127 14 5	208 3 0	- - -	- - -	21 15 0	- - -	40 0 0	80 0 0
359 15 0	20 6 4	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
272 10 2	127 6 6	56 10 7	78 10 1	- - -	3 15 9	12 6 0	- - -	- - -	20 0 0
2,652 16 8	1,234 13 4	411 0 0	- - -	- - -	- - -	160 11 2	- - -	70 0 0	150 0 0
1,035 19 9	(a) 622 11 11	- - -	- - -	- - -	- - -	10 14 9	- - -	30 0 0	80 0 0
341 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
538 18 2	209 7 2	104 16 4	28 16 11	- - -	- - -	4 6 8	- - -	20 0 0	50 0 0
554 18 0	332 16 6	80 14 4	- - -	- - -	17 10 9	10 7 4	10 10 0	10 10 0	50 0 0
353 1 3	90 16 0	68 17 1	44 4 6	- - -	1 6 0	20 14 6	- - -	10 0 0	10 0 0
2,421 10 3	361 10 4	203 9 11	267 6 0	- - -	3 8 4	136 19 3	10 0 0	40 0 0	150 0 0
150 6 8	- - -	- - -	- - -	- - -	- - -	13 5 0	- - -	15 15 0	- - -
308 15 7	144 1 8	66 10 10	78 8 5	- - -	- - -	9 18 8	- - -	30 0 0	30 0 0
306 13 4	- - -	- - -	- - -	- - -	- - -	1 16 8	- - -	10 0 0	- - -
483 10 0	(b) 121 7 0	- - -	- - -	- - -	- - -	1 14 11	- - -	20 0 0	- - -
619 16 0	169 2 2	86 0 3	198 1 0	- - -	- - -	8 5 6	- - -	20 0 0	26 5 0
317 10 0	(b) 140 0 0	- - -	- - -	- - -	- - -	18 10 8	- - -	- - -	20 0 0
880 17 0	(b) 545 13 2	- - -	- - -	2 0 0	- - -	28 2 2	- - -	19 9 8	25 0 0
150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
722 7 4	108 1 4	53 8 11	147 2 11	- - -	- - -	24 9 10	- - -	13 0 0	26 5 0
118 0 0	28 18 3	8 10 0	1 19 9	- - -	1 10 0	9 2 0	- - -	- - -	3 15 0
561 13 4	231 3 10	87 12 9	104 7 4	- - -	- - -	36 3 6	- - -	20 0 0	12 0 0
997 19 5	335 13 5	109 15 6	456 1 10	- - -	- - -	16 4 2	- - -	40 0 0	93 15 0
385 13 6	157 19 3	34 7 0	7 4 0	- - -	11 7 0	9 10 0	- - -	10 0 0	26 0 0
1,499 16 10	540 9 7	312 14 2	137 10 9	10 0 0	23 15 6	108 9 7	- - -	20 0 0	150 0 0
852 9 9	140 13 0	51 18 0	250 16 8	- - -	- - -	11 7 4	- - -	20 0 0	40 0 0
2,285 17 9	1,019 7 7	257 14 8	282 12 6	- - -	25 16 3	68 3 5	5 0 0	24 3 0	137 10 0
125 6 8	- - -	- - -	- - -	- - -	- - -	1 16 8	- - -	10 0 0	- - -
160 10 0	(c) 81 4 9	- - -	- - -	- - -	- - -	5 12 7	- - -	6 13 4	- - -
61 4 5	16 7 6	- - -	- - -	- - -	- - -	2 4 11	- - -	3 6 8	2 12 0
619 4 2	(c) 226 3 5	- - -	- - -	- - -	- - -	8 5 11	- - -	10 0 0	18 0 0
159 4 0	- - -	- - -	- - -	- - -	- - -	5 5 0	- - -	10 0 0	- - -
707 1 8	(c) 200 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0
2,504 15 1	679 13 10	264 17 3	510 17 10	- - -	44 18 7	188 19 3	- - -	50 0 0	150 0 0
627 10 0	0 8 4	- - -	- - -	- - -	- - -	62 15 5	- - -	10 0 0	10 0 0
1,066 10 2	259 13 6	224 15 5	295 17 6	- - -	6 12 7	39 2 9	- - -	- - -	90 0 0
47,355 3 11	13,182 4 0	6,013 11 5	7,147 16 1	12 0 0	367 16 11	1,760 13 2	25 10 0	1,039 12 8	2,713 7 10
360 18 4	90 18 0	30 9 9	18 17 0	- - -	- - -	73 16 10	10 0 0	10 0 0	- - -
755 10 7	(b) 404 17 8	- - -	- - -	- - -	- - -	55 12 3	- - -	40 0 0	90 0 0
680 15 0	215 11 0	75 11 9	69 8 9	- - -	- - -	19 11 10	- - -	50 0 0	50 0 0
48 1 3	18 17 8	8 10 0	7 16 4	- - -	- - -	- - -	- - -	5 0 0	10 0 0
193 17 9	(b) 88 0 0	- - -	- - -	- - -	- - -	3 1 9	- - -	10 10 0	15 0 0
960 18 2	118 6 8	91 7 4	111 17 10	- - -	- - -	46 6 10	20 0 0	40 0 0	100 0 0
346 3 4	(d) 157 15 1	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	10 0 0
103 16 8	- - -	- - -	- - -	- - -	- - -	7 1 10	- - -	20 0 0	- - -
172 9 10	27 3 1	43 12 2	4 0 4	- - -	- - -	11 18 3	- - -	25 0 0	10 0 0
95 2 6	26 8 4	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
333 0 0	97 6 6	44 12 3	11 7 4	- - -	- - -	8 3 9	10 0 0	25 0 0	26 0 0
365 15 0	104 2 0	4 4 0	317 15 9	- - -	6 12 0	23 4 2	- - -	10 0 0	6 6 0
1,083 19 3	167 10 7	54 8 5	92 1 1	- - -	- - -	28 5 9	- - -	35 0 0	80 0 0
6,896 3 6	(a) 2,355 13 9	1,253 2 6	16 16 4	- - -	- - -	59 10 10	- - -	120 0 0	278 16 6
62 10 0	- - -	- - -	- - -	- - -	- - -	3 3 9	- - -	20 0 0	- - -
399 2 2	38 9 8	46 13 6	- - -	- - -	- - -	52 10 9	- - -	25 0 0	25 0 0
163 0 0	12 10 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
104 13 3	48 14 1	- - -	31 1 6	- - -	- - -	12 4 7	- - -	10 0 0	- - -
473 18 0	51 19 7	26 15 7	29 0 0	- - -	3 0 0	23 5 8	- - -	30 0 0	18 15 0

(d) Paid to parishes.

(e) For the year ending October 1859.

(f) Highway rates.

(g) Including 15% from Winchester road.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF GLOUCESTER —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cheltenham - - - - -	79 17 3	446 17 5	- - -	(a) 313 0 0	16 14 5	- - -	2,967 18 2
Cheltenham and Gloucester - - - - -	- - -	171 6 10	- - -	- - -	- - -	- - -	171 6 10
Cheltenham and Tewkesbury - - - - -	- - -	- - -	41 10 7	- - -	28 10 0	- - -	862 18 5
Cheltenham and Painswick - - - - -	- - -	141 17 7	- - -	(c) 228 12 0	29 10 0	- - -	430 5 11
Chipping Campden - - - - -	- - -	24 6 5	- - -	- - -	0 12 6	- - -	323 7 10
Cirencester - - - - -	35 0 0	736 1 0	- - -	200 0 0	22 1 0	- - -	3,019 6 6
Cirencester and Bath - - - - -	85 8 6	134 17 0	- - -	- - -	54 17 4	- - -	1,018 9 6
Cleeve and Evesham - - - - -	- - -	31 1 4	- - -	- - -	- - -	- - -	31 1 4
Coldharbour District - - - - -	- - -	41 8 11	- - -	(d) 60 0 0	7 9 0	- - -	526 5 0
Crickley Hill and Campsfield, Gloucestershire District - - - - -	5 13 0	- - -	- - -	- - -	8 5 3	- - -	546 7 2
Elton - - - - -	- - -	28 17 6	- - -	- - -	0 17 8	- - -	295 13 3
Forest of Dean - - - - -	412 9 6	498 15 0	- - -	- - -	27 18 6	- - -	2,111 16 10
Haw Bridge - - - - -	- - -	93 11 4	- - -	- - -	6 2 0	- - -	128 13 4
Huntley and Mitcheldean - - - - -	- - -	110 17 0	- - -	- - -	6 11 8	- - -	476 8 3
Kingswood - - - - -	3 6 10	72 18 9	- - -	(g) 100 0 0	15 13 6	- - -	203 15 9
Lightpill and Birdlip - - - - -	- - -	95 5 3	- - -	(h) 130 12 0	7 6 6	- - -	376 5 8
Maisemore - - - - -	- - -	14 12 11	- - -	- - -	10 10 7	- - -	532 17 5
Minchinhampton, Tetbury, and Bisley - - - - -	16 3 2	61 10 4	- - -	- - -	3 5 0	- - -	259 9 2
Nailsworth, Woodchester, and Dudbridge - - - - -	- - -	304 3 4	- - -	- - -	22 7 9	- - -	946 16 1
Ditto, Nailsworth and Avening Branch - - - - -	- - -	36 15 0	- - -	(i) 113 5 0	- - -	- - -	150 0 0
Newent - - - - -	- - -	191 12 4	7 10 0	- - -	24 16 1	- - -	596 6 5
Ditto, Aston Ingham District - - - - -	- - -	51 1 6	- - -	- - -	4 17 5	- - -	109 13 11
Northgate - - - - -	- - -	7 4 5	- - -	- - -	22 3 10	- - -	520 15 8
Over - - - - -	- - -	- - -	- - -	- - -	35 7 1	- - -	1,086 17 0
Pucklechurch - - - - -	6 16 0	100 0 0	- - -	- - -	24 18 6	- - -	388 1 9
Sodbury Division - - - - -	14 2 6	9 10 0	208 1 4	- - -	34 3 11	- - -	1,568 17 4
Southgate - - - - -	- - -	96 5 0	- - -	- - -	38 19 4	- - -	649 19 4
Stow and Moreton (united) - - - - -	- - -	14 16 8	- - -	200 0 0	43 16 0	- - -	2,079 0 1
Stroud and Bisley - - - - -	- - -	- - -	- - -	- - -	6 3 0	- - -	17 19 3
Stroud, Cainscross, and Minchin- hampton, Lower Division - - - - -	- - -	35 18 4	- - -	60 0 0	3 15 4	- - -	193 4 4
Ditto, Upper Division - - - - -	54 7 4	- - -	- - -	- - -	0 14 0	- - -	79 12 5
Stroud and Chalford - - - - -	2 9 9	108 0 3	- - -	(m) 198 12 0	16 5 6	- - -	587 16 10
Stroud and Gloucester - - - - -	- - -	149 12 11	- - -	(n) 139 16 2	3 4 0	- - -	307 18 1
Stroud, Painswick, and Gloucester - - - - -	- - -	233 18 6	- - -	(o) 229 10 0	16 0 8	- - -	709 9 2
Tewkesbury - - - - -	18 0 0	7 6 2	- - -	- - -	42 10 1	- - -	1,957 3 8
Tewkesbury, Severn Bridge and Roads - - - - -	- - -	516 8 9	- - -	- - -	12 13 6	- - -	612 6 0
Winchcomb - - - - -	- - -	239 0 9	- - -	- - -	- - -	- - -	1,155 2 6
£	869 12 8	6,008 19 6	710 10 10	6,162 5 2	1,045 14 1	- - -	47,059 14 4
COUNTY OF HANTS.							
Aldermaston and Basingstoke - - - - -	26 18 4	52 3 10	- - -	- - -	20 9 1	- - -	333 12 10
Andover and Basingstoke - - - - -	4 15 6	25 1 10	29 19 6	- - -	37 6 6	- - -	687 13 3
Andover and Chilton Pond - - - - -	- - -	152 0 0	- - -	- - -	34 6 1	- - -	666 9 5
Andover Station - - - - -	- - -	1 0 0	- - -	- - -	4 0 11	- - -	55 4 11
Andover and Winchester, Andover District - - - - -	- - -	25 5 5	- - -	- - -	22 14 11	- - -	164 12 1
Basingstoke, Odiham, and Alton - - - - -	26 15 2	80 15 6	- - -	216 0 0	34 9 4	- - -	885 16 8
Basingstoke, Preston Candover, and Alton - - - - -	10 12 8	19 17 9	- - -	100 0 0	31 5 11	- - -	354 11 5
Bishop's Waltham and Fisher's Pond - - - - -	- - -	70 15 3	- - -	- - -	8 4 11	- - -	106 2 0
Botley - - - - -	19 8 10	88 0 0	- - -	- - -	7 7 0	- - -	236 9 8
Christchurch and Lyndhurst - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	41 8 4
Cranborne Chase and New Forest - - - - -	9 1 2	100 0 0	- - -	- - -	7 6 6	- - -	338 17 6
Farnham and Petersfield - - - - -	- - -	- - -	6 5 9	- - -	6 15 0	- - -	485 4 8
Gosport, Bishop's Waltham, Wick- ham, and Chawton - - - - -	4 19 9	427 13 9	10 0 0	199 19 6	3 5 0	- - -	1,103 3 10
Isle of Wight Highways (q) - - - - -	19 0 0	121 19 0	1,511 9 3	- - -	152 7 11	- - -	5,888 16 1
London and Southampton - - - - -	- - -	37 9 7	- - -	- - -	10 16 8	- - -	71 10 0
Lower St. Cross, Mill Lane to Park Gate - - - - -	6 16 8	- - -	- - -	117 16 0	14 2 0	- - -	326 8 7
Odiham and Farnham - - - - -	4 14 1	52 18 0	- - -	- - -	15 12 0	- - -	100 14 1
Petersfield to near Ropley - - - - -	- - -	1 7 7	- - -	- - -	4 8 0	- - -	107 15 9
Popham Lane to Winchester - - - - -	- - -	182 8 9	- - -	100 0 0	6 2 6	- - -	471 7 1

(a) For debts of 395*l*. (b) Increased by defalcations of the late clerk. (c) For debts of 338*l*.
(f) Including 20,982*l*. 10*s*. not bearing interest. (g) For a debt of 200*l*. (h) For a debt of 183*l*.
(m) For debts of 605*l*. (n) For debts of 451*l*. (o) For debts of 306*l*. (p) Amount not stated.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9,105 0 0	5	250 0 0	301 0 0	-	9,656 0 0	-	-	-	-	464 6 3	464 6 3
18,786 8 0	1	24 14 4	(b) 131 18 10	-	18,943 1 2	-	-	-	-	271 15 9	271 15 9
-	-	-	-	-	-	33 6 8	-	-	-	107 17 6	141 4 2
4,888 16 0	2½	40 0 0	5 18 6	4 14 3	4,939 6 9	-	-	-	-	-	-
494 14 0	5	459 6 11	113 18 3	37 5 2	1,105 4 4	-	-	-	-	-	-
14,722 0 0	5	-	184 0 6	2 11 3	14,908 11 9	-	-	-	-	-	-
2,400 0 0	5	-	-	-	2,800 0 0	-	-	-	86 2 10	147 16 2	233 19 0
15,850 0 0	5	28 10 7	10,705 0 0	-	26,583 10 7	-	-	-	-	385 13 9	385 13 9
1,405 0 0	3	-	9 16 9	-	1,414 16 9	-	-	-	14 5 0	207 7 5	221 12 5
-	-	-	-	-	-	-	-	-	-	13 10 0	13 10 0
600 0 0	5	-	-	-	600 0 0	-	-	-	-	134 6 10	134 6 10
27,840 0 0	5	-	3,309 17 11	-	31,149 17 11	-	-	-	-	310 16 3	310 16 3
24,257 10 0	3	-	247 16 4	-	24,505 6 4	-	-	-	-	68 2 11	68 2 11
2,300 0 0	5	-	-	-	2,300 0 0	-	-	-	-	113 2 10	113 2 10
3,825 0 0	2	-	16 0 0	-	3,841 0 0	-	-	-	-	104 5 9	104 5 9
4,202 10 0	2	20 0 0	83 19 9	-	4,306 9 9	-	-	-	-	228 13 0	228 13 0
300 0 0	5	-	-	-	300 0 0	-	-	-	-	362 0 9	362 0 9
3,021 17 0	2	-	60 5 5	-	3,082 2 5	-	-	-	-	142 16 10	142 16 10
3,802 0 0	4	-	-	-	3,802 0 0	-	-	-	-	50 17 6	50 17 6
3,441 16 9	1	-	-	-	3,441 16 9	-	-	-	-	-	-
3,905 0 0	4½	53 9 5	(k) 40 0 0	-	3,998 9 5	-	-	-	-	270 8 4	270 8 4
750 0 0	4½	21 10 7	86 6 2	-	857 16 9	-	-	9 18 4	-	15 1 2	24 19 6
150 0 0	5	-	-	-	150 0 0	-	-	-	-	172 0 7	172 0 7
-	-	-	-	-	-	199 15 0	-	-	-	223 17 7	423 12 7
3,567 15 0	5	-	2,220 5 9	49 15 2	5,837 15 11	-	-	-	-	-	-
200 0 0	4 & 5	-	-	-	200 0 0	-	-	-	77 0 0	148 6 2	225 6 2
2,000 0 0	5	28 12 0	-	-	2,028 12 0	-	-	-	-	302 11 1	302 11 1
300 0 0	5	-	15 0 0	-	315 0 0	-	-	-	-	644 4 11	644 4 11
1,700 0 0	none	-	-	431 19 3	2,131 19 3	-	-	-	-	-	-
3,040 4 6	1	15 0 0	44 19 5	-	3,100 3 11	-	-	-	-	123 6 1	123 6 1
1,242 0 0	none	-	-	-	1,242 0 0	-	-	-	-	52 15 6	52 15 6
9,502 2 6	1	50 0 0	149 7 0	-	9,701 9 6	-	128 14 11	-	-	30 10 7	159 5 6
9,814 0 0	1½	-	128 7 2	41 19 4	9,984 6 6	151 0 0	-	-	-	-	151 0 0
7,440 16 11	3	50 0 0	10 12 4	20 7 10	7,521 17 1	-	-	-	-	5 0 7	5 0 7
-	-	-	-	-	-	-	-	-	-	-	-
16,524 0 0	3	-	227 2 8	39 3 3	16,790 5 11	-	-	-	-	-	-
6,500 0 0	5	60 11 10	374 7 4	-	6,934 19 2	-	-	23 11 6	-	64 18 1	88 9 7
233,579 0 8	-	1,746 19 9	18,580 7 6	627 15 6	254,534 3 5	384 1 8	128 14 11	33 9 10	177 7 10	9,575 7 4	10,299 1 7
2,640 0 0	2	-	-	-	2,640 0 0	-	-	-	-	197 7 8	197 7 8
650 0 0	4	19 7 9	-	-	669 7 9	-	-	-	-	290 13 10	290 13 10
3,800 0 0	4	-	-	-	3,800 0 0	-	-	-	-	155 4 11	155 4 11
3,550 0 0	4	-	3,100 0 0	-	8,650 0 0	-	-	-	-	126 16 6	126 16 6
594 0 0	4½	-	5 7 0	-	599 7 0	-	-	-	-	66 14 5	66 14 5
1,285 0 0	5	-	-	-	1,285 0 0	-	-	-	-	505 13 2	505 13 2
700 0 0	5	-	(p)	-	700 0 0	-	-	-	-	407 11 7	407 11 7
3,990 0 0	5	31 10 4	3,727 6 2	-	7,748 16 6	-	-	-	-	104 17 7	104 17 7
1,650 0 0	5	-	1,927 0 0	71 6 5	3,648 6 5	-	-	-	-	-	-
2,250 0 0	5	40 0 0	1,912 10 0	-	4,202 10 0	-	-	-	-	356 4 3	356 4 3
3,950 0 0	5	-	3,279 15 9	-	7,229 15 9	-	-	-	114 0 8	108 15 7	222 16 3
5,050 0 0	1d.	-	-	-	5,050 0 0	-	-	-	-	151 6 5	151 6 5
2,250 0 0	4½	-	106 17 8	-	9,356 17 8	-	-	-	-	377 2 0	377 2 0
-	-	-	-	1,284 2 11	1,284 2 11	-	-	-	-	-	-
5,160 0 0	1	29 8 8	141 6 5	-	5,330 15 1	26 13 4	-	-	-	185 11 0	212 4 4
(r) 6,183 17 6	5	-	12,730 0 0	-	18,913 17 6	-	-	-	34 8 4	475 18 1	510 6 5
1,590 0 0	3 & 4	-	863 3 0	-	2,453 3 0	-	-	-	-	248 10 5	248 10 5
-	-	-	-	16 10 4	16 10 4	-	5 0 0	-	-	-	5 0 0
(s) 8,100 0 0	5	15 0 0	35 0 0	-	3,150 0 0	-	-	-	15 6 8	224 19 2	240 5 10

(d) For a debt of 66l. 18s. 4d.

(i) For debts of 233l. 3s. 3d.

(g) For the Year ending October 1859.

(e) Including 5,700l. at 4 per cent. and 10,648l. not bearing interest.

(k) Omitted in former returns.

(r) Including 983l. 17s. 6d. not bearing interest.

(l) Including 440l. at 2 per cent.

(s) Including 400l. at 4 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF HANTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Portsmouth and Sheet Bridge	304 10 4	- - -	1,191 4 1	- - -	- - -	9 18 0	89 8 0	- - -
Ringwood, Longham, and Leigh	621 0 0	- - -	273 0 0	- - -	- - -	- - -	- - -	- - -
Romsey and Ringwood	121 0 9	- - -	204 0 0	- - -	- - -	- - -	- - -	- - -
Romsey, Stockbridge, and Wallop	227 16 4	- - -	502 0 0	- - -	- - -	0 2 6	- - -	- - -
Romsey and Winchester	76 11 7	- - -	432 0 0	- - -	- - -	- - -	2 4 6	- - -
Southampton, North District	45 13 6	- - -	266 14 1	- - -	- - -	- - -	- - -	- - -
Ditto, South District	261 7 5	- - -	574 2 7	- - -	- - -	- - -	4 10 0	- - -
Stockbridge and Basingstoke	258 8 0	- - -	240 0 0	- - -	- - -	- - -	10 0 0	- - -
Stockbridge and Winchester	79 4 1	- - -	226 3 10	- - -	- - -	- - -	- - -	- - -
Titchfield and Cosham	38 18 6	- - -	513 14 6	100 0 0	- - -	0 10 0	11 5 0	- - -
Whitechurch and Aldermaston	3 7 8	- - -	130 3 9	- - -	- - -	- - -	- - -	- - -
Whiteparish, Romsey, and South- ampton	100 0 3	- - -	519 3 7	- - -	- - -	- - -	1 1 3	- - -
Winchester, Upper District	882 11 3	- - -	1,213 15 0	- - -	- - -	- - -	30 0 0	- - -
Winchester and Alton, Lower District	437 5 10	- - -	601 5 0	- - -	- - -	- - -	16 16 5	- - -
Winchester to Newtown River	88 5 3	- - -	347 4 7	- - -	- - -	- - -	8 0 0	- - -
Winchester and Petersfield	265 0 11	- - -	425 0 0	63 12 6	- - -	- - -	3 7 6	- - -
Winchester and Waltham	36 18 5	- - -	65 9 8	- - -	20 0 0	- - -	- - -	- - -
£	7,597 17 4	2,112 4 9	16,378 2 6	4,542 10 8	20 0 0	11 10 6	543 2 3	- - -
COUNTY OF HEREFORD.								
Blue Mantle Hall	138 11 5	- - -	382 18 8	- - -	- - -	- - -	15 0 0	- - -
Bromyard	170 14 4	- - -	1,507 5 0	266 5 0	- - -	- - -	22 10 0	- - -
Hereford	- - -	33 15 2	5,948 4 7	- - -	- - -	1 16 9	108 12 11	- - -
Kington	205 7 11	- - -	1,438 12 0	- - -	- - -	- - -	75 18 0	- - -
Ledbury	61 2 3	- - -	2,099 1 1	- - -	- - -	- - -	10 10 0	- - -
Leominster	267 0 1	- - -	1,323 13 0	- - -	- - -	- - -	49 0 0	- - -
Leominster and Ledbury	- - -	- - -	263 12 1	133 10 0	- - -	0 5 0	17 0 0	- - -
Presteigne	142 15 3	- - -	700 4 3	- - -	- - -	- - -	21 2 0	- - -
Ross	- - -	82 8 4	1,981 3 1	- - -	- - -	- - -	31 0 0	- - -
Ross, Abergavenny, and Groomont	- - -	4,178 7 2	226 0 0	- - -	- - -	- - -	- - -	- - -
Weobley	41 17 11	- - -	179 3 2	120 0 8	- - -	- - -	7 0 0	- - -
Whitechurch and Llangarron	80 15 3	- - -	251 4 4	- - -	- - -	- - -	4 0 0	- - -
Whitney and Bredwardine	600 0 3	- - -	371 0 0	- - -	- - -	- - -	7 10 0	- - -
Wyeside	101 1 3	- - -	311 12 6	- - -	- - -	- - -	10 4 6	- - -
£	1,809 5 11	4,294 10 8	16,983 13 9	519 15 8	- - -	2 1 9	379 7 5	- - -
COUNTY OF HERTFORD.								
Baldock and Bournbridge	161 8 6	- - -	284 3 4	- - -	- - -	- - -	- - -	- - -
Cheshunt	294 0 4	- - -	1,710 8 4	- - -	- - -	- - -	- - -	- - -
Dunstable	126 19 3	- - -	258 19 7	- - -	- - -	- - -	6 0 9	- - -
Enfield Chase	1,259 19 2	- - -	331 1 1	- - -	- - -	- - -	33 13 1	- - -
Pondyards and Barnet	109 2 7	- - -	262 2 2	- - -	- - -	- - -	74 10 0	- - -
Reading and Hatfield	765 12 8	- - -	1,825 16 7	- - -	- - -	- - -	86 15 0	- - -
Sparrow's Herne	287 6 4	- - -	1,872 10 0	- - -	- - -	- - -	37 18 0	- - -
Stevenage and Biggleswade	181 13 6	- - -	405 0 0	41 19 10	- - -	- - -	52 13 6	- - -
Wadesmill	457 12 1	- - -	910 0 0	- - -	- - -	- - -	- - -	- - -
Watton	188 18 2	- - -	372 4 6	- - -	- - -	- - -	0 14 1	- - -
Welwyn	199 1 11	- - -	481 18 3	- - -	- - -	- - -	- - -	- - -
£	4,031 14 6	- - -	8,714 3 10	41 19 10	- - -	- - -	292 4 5	- - -
COUNTY OF HUNTINGDON.								
Bury and Stratton	57 8 6	- - -	1,220 0 8	- - -	- - -	- - -	- - -	- - -
Godmanchester to Cambridge	105 15 9	- - -	697 6 8	- - -	- - -	- - -	- - -	- - -
Godmanchester and Hartford	345 18 8	- - -	973 0 0	- - -	- - -	- - -	27 3 6	- - -
Kimbolton	120 16 1	- - -	599 0 0	252 10 0	- - -	- - -	4 5 3	- - -
Somersham	232 11 2	- - -	840 9 8	- - -	- - -	- - -	0 13 0	- - -
Stilton, &c.	1,477 1 0	- - -	558 14 10	- - -	- - -	- - -	57 11 9	- - -
£	2,339 11 2	- - -	4,888 11 10	252 10 0	- - -	- - -	89 13 6	- - -

(a) To Improvement Commissioners.

(b) Contract work.

(c) Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,290 10 1	227 14 9	323 17 9	(a) 400 0 0	- - -	- - -	79 18 11	- - -	50 0 0	80 0 0
273 0 0	(b) 85 0 0	- - -	- - -	- - -	- - -	46 0 10	- - -	20 0 0	- - -
204 0 0	(b) 64 2 6	- - -	- - -	- - -	- - -	7 7 6	- - -	20 0 0	16 0 0
502 2 6	(b) 185 0 0	- - -	- - -	- - -	- - -	21 19 9	5 0 0	26 5 0	16 0 0
434 4 6	81 2 9	29 8 2	2 17 11	- - -	- - -	17 15 11	- - -	30 0 0	30 0 0
266 14 1	101 9 5	32 16 10	42 6 8	- - -	- - -	38 2 4	- - -	17 0 0	34 0 0
378 12 7	128 3 1	87 13 0	82 16 3	- - -	42 0 0	9 6 1	- - -	25 0 0	45 0 0
250 0 0	(c) 69 18 9	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0
226 3 10	54 0 10	18 1 5	30 12 10	- - -	- - -	36 9 4	- - -	20 0 0	30 0 0
625 9 6	32 17 9	8 8 1	22 15 8	- - -	- - -	25 13 1	5 0 0	20 0 0	30 0 0
130 3 9	- - -	- - -	- - -	- - -	- - -	23 3 7	2 2 0	7 0 0	12 0 0
520 4 10	(d) 207 9 0	4 18 0	0 10 0	- - -	- - -	19 17 7	10 0 0	25 0 0	25 0 0
1,243 15 0	356 11 0	47 9 0	463 1 2	- - -	- - -	51 6 9	- - -	90 0 0	46 3 0
617 16 5	227 5 8	47 0 11	107 17 2	- - -	- - -	72 1 11	- - -	30 0 0	40 0 0
335 4 7	54 13 7	44 5 3	29 13 0	- - -	2 0 0	26 11 2	- - -	35 0 0	40 0 0
492 0 0	72 11 5	88 2 7	- - -	- - -	- - -	36 1 2	2 2 0	15 0 0	- - -
85 9 8	34 9 4	0 16 0	11 1 5	- - -	- - -	0 17 0	- - -	1 0 0	1 0 0
21,495 3 11	6,006 13 6	2,412 4 3	1,903 14 4	- - -	53 12 0	940 11 9	74 4 0	951 15 0	1,195 0 6
387 18 8	109 13 11	70 7 10	28 8 4	- - -	- - -	15 17 3	5 0 0	6 15 2	30 0 0
1,796 0 0	614 0 11	296 9 4	296 10 6	- - -	41 2 5	26 10 3	- - -	25 0 0	100 0 0
6,058 14 3	(b) 5,146 1 10	- - -	- - -	- - -	- - -	175 1 6	- - -	50 0 0	300 0 0
1,314 10 0	168 12 5	330 3 7	335 14 0	- - -	- - -	24 4 10	- - -	35 0 0	75 0 0
2,109 11 1	561 10 8	446 7 3	110 10 9	- - -	2 16 0	66 7 11	- - -	30 0 0	120 0 0
1,372 13 0	528 14 5	195 11 7	266 7 3	- - -	- - -	67 13 2	- - -	10 0 0	100 0 0
414 7 1	49 0 3	80 1 9	50 8 5	- - -	- - -	3 9 2	- - -	21 9 4	20 0 0
721 6 3	210 14 0	137 7 6	73 0 3	- - -	- - -	32 3 9	10 0 0	8 1 6	50 0 0
2,012 3 1	722 2 9	623 17 6	128 10 10	- - -	- - -	114 10 6	12 0 0	25 0 0	120 0 0
226 0 0	- - -	- - -	- - -	- - -	- - -	7 2 4	- - -	10 0 0	12 0 0
306 3 10	72 1 5	92 10 8	64 7 1	- - -	- - -	8 11 7	- - -	4 0 0	25 0 0
255 4 4	39 11 11	31 19 9	13 1 0	- - -	- - -	5 3 4	- - -	10 0 0	23 0 0
378 10 0	99 6 1	- - -	(e) 66 9 8	- - -	4 0 0	8 16 4	- - -	30 0 0	- - -
321 17 0	99 4 0	- - -	(e) 94 17 9	- - -	7 1 0	4 1 2	- - -	11 7 10	- - -
17,884 18 7	8,420 14 7	2,304 15 9	1,528 5 10	- - -	54 19 5	559 13 1	27 0 0	276 13 10	975 0 0
284 3 4	57 17 4	91 15 2	94 12 7	- - -	19 2 2	16 9 11	- - -	- - -	39 0 0
1,710 8 4	423 13 0	380 3 6	429 4 4	- - -	23 6 0	67 12 6	- - -	60 0 0	130 0 0
265 0 4	- - -	- - -	- - -	- - -	- - -	7 4 8	10 0 0	15 0 0	- - -
364 14 2	114 12 10	18 19 9	17 9 7	- - -	- - -	52 17 3	- - -	20 0 0	50 0 0
336 12 2	70 14 0	- - -	(e) 39 17 6	- - -	- - -	25 7 0	20 0 0	20 0 0	30 0 0
1,912 11 7	525 17 8	187 12 7	202 6 6	- - -	13 4 1	303 12 2	20 0 0	90 5 0	164 17 0
1,910 8 0	455 17 0	96 10 4	637 18 10	- - -	- - -	59 5 2	- - -	40 0 0	100 0 0
499 13 4	113 13 2	2 10 0	- - -	- - -	- - -	18 10 11	5 0 0	25 0 0	40 0 0
910 0 0	313 2 0	68 19 3	359 19 8	- - -	- - -	36 11 9	10 0 0	30 0 0	160 0 0
372 18 7	273 5 0	22 0 8	- - -	- - -	4 10 0	35 12 1	- - -	20 0 0	90 0 0
481 18 3	115 7 4	14 14 2	34 12 10	- - -	3 2 0	23 8 7	5 5 0	32 0 0	50 0 0
9,048 8 1	2,463 19 4	883 5 5	1,816 1 10	- - -	63 4 3	646 12 0	70 5 0	352 5 0	853 17 0
1,220 0 8	201 7 8	225 6 11	131 14 2	4 17 6	2 18 3	60 6 4	10 0 0	50 0 0	80 0 0
627 6 8	236 13 2	169 1 4	- - -	3 15 0	5 7 0	61 12 5	25 0 0	35 0 0	70 0 0
1,000 3 6	133 13 6	96 17 5	184 6 5	- - -	21 8 6	33 17 4	20 0 0	25 0 0	70 0 0
855 13 3	(c) 444 12 8	- - -	- - -	- - -	18 14 10	19 6 5	15 0 0	7 10 0	30 0 0
841 2 8	155 2 10	165 4 5	112 8 1	24 17 0	31 12 0	40 14 0	6 6 0	35 0 0	60 0 0
616 6 7	194 7 4	112 4 0	179 4 8	- - -	13 11 0	21 15 0	- - -	30 0 0	100 0 0
5,230 15 4	1,367 17 2	767 14 1	607 13 4	33 9 6	93 11 7	237 11 6	76 6 0	182 10 0	410 0 0

(d) Including contract work.

(e) Including team labour.

(Continued from page 31.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF HANTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Portsmouth and Sheet Bridge	15 15 7	- - -	- - -	- - -	75 14 1	- - -	1,233 1 1
Ringwood, Longham, and Leigh	4 4 0	12 19 10	- - -	- - -	6 9 10	- - -	174 14 6
Romsey and Ringwood	- - -	34 10 0	- - -	(a) 70 0 0	9 17 9	- - -	221 17 9
Romsey, Stockbridge, and Wallop	- - -	99 7 6	- - -	(a) 85 0 0	46 19 10	- - -	485 12 1
Romsey and Winchester	- - -	103 0 6	30 2 4	142 10 0	0 11 0	- - -	467 8 7
Southampton, North District	0 10 0	- - -	- - -	- - -	100 4 9	- - -	366 10 0
Ditto South District	11 12 1	30 6 1	23 19 1	50 0 0	30 6 11	- - -	566 2 7
Stockbridge and Basingstoke	15 10 0	80 18 11	- - -	(b) 105 0 0	9 12 2	- - -	310 15 10
Stockbridge and Winchester	- - -	5 0 0	158 15 3	- - -	38 6 1	- - -	391 5 9
Titchfield and Cosham	4 5 0	358 15 11	- - -	- - -	2 10 0	- - -	510 5 6
Whitechurch and Aldermaston	7 1 0	63 7 1	- - -	- - -	8 7 8	- - -	123 1 4
Whiteparish, Romsey, and South- ampton	2 2 4	98 0 0	- - -	(d) 130 0 0	14 8 3	- - -	537 5 2
Winchester, Upper District	- - -	- - -	73 4 2	- - -	30 5 6	- - -	1,155 0 7
Winchester and Alton, Lower District	- - -	- - -	41 12 0	100 0 0	25 10 0	- - -	715 15 2
Winchester to Newtown River	- - -	76 4 0	- - -	- - -	24 14 5	- - -	333 1 5
Winchester and Petersfield	- - -	86 5 0	- - -	(e) 172 10 0	15 4 7	- - -	487 16 9
Winchester and Waltham	- - -	- - -	- - -	- - -	1 13 2	20 0 0	70 16 11
£	194 2 2	2,511 18 7	1,885 7 4	1,588 16 6	861 16 3	20 0 0	20,599 15 2
COUNTY OF HEREFORD.							
Blue Mantle Hall	- - -	24 9 7	0 11 8	100 0 0	9 14 7	- - -	400 18 4
Bromyard	- - -	177 0 9	35 0 0	- - -	13 15 11	- - -	1,625 10 1
Hereford	24 5 1	262 2 6	- - -	- - -	46 4 5	- - -	6,003 15 4
Kington	7 12 0	229 15 1	25 0 0	(f) 237 10 0	37 7 1	- - -	1,505 19 0
Ledbury	2 2 0	219 13 8	- - -	400 0 0	20 18 3	- - -	1,960 6 6
Leominster	- - -	49 3 4	- - -	300 0 0	2 2 0	- - -	1,519 11 9
Leominster and Ledbury	- - -	- - -	11 16 10	163 10 6	14 10 10	- - -	414 7 1
Presteigne	- - -	98 2 6	12 1 8	- - -	6 7 4	- - -	637 16 6
Ross	- - -	379 4 4	- - -	- - -	19 3 10	- - -	2,144 9 9
Ross, Abergavenny, and Grosmont	- - -	207 13 0	- - -	- - -	3 2 3	- - -	239 17 7
Weobley	- - -	4 17 1	- - -	- - -	3 17 8	- - -	275 5 6
Whitechurch and Llangarron	- - -	18 12 5	- - -	- - -	9 6 5	- - -	150 13 10
Whitney and Bredwardine	- - -	190 2 10	- - -	(k) 200 0 0	24 10 10	- - -	553 5 9
Wyeside	- - -	113 8 6	- - -	(h) 200 0 0	13 4 10	- - -	543 5 1
£	33 19 1	1,904 5 7	84 10 2	1,601 0 6	224 6 3	- - -	17,995 4 1
COUNTY OF HERTFORD.							
Baldock and Bournbridge	22 15 2	- - -	- - -	- - -	7 1 1	- - -	348 13 5
Cheshunt	7 6 0	- - -	43 17 10	- - -	33 2 6	- - -	1,598 5 8
Dunstable	- - -	141 17 0	- - -	- - -	2 7 10	- - -	176 9 6
Enfield Chase	- - -	- - -	- - -	- - -	11 5 2	- - -	285 4 7
Pondyards and Barnet	- - -	- - -	- - -	- - -	- - -	- - -	205 18 6
Reading and Hatfield	785 6 0	280 4 2	- - -	- - -	18 17 0	- - -	2,592 2 2
Sparrow's Herne	21 18 4	82 0 3	- - -	300 0 0	14 7 9	- - -	1,807 17 8
Stevenage and Biggleswade	- - -	99 19 10	- - -	(b) 240 0 0	10 0 8	- - -	554 14 7
Wadesmill	2 19 3	- - -	19 12 10	- - -	53 14 2	- - -	1,054 18 11
Watton	- - -	- - -	2 11 4	- - -	6 7 0	- - -	454 6 1
Welwyn	- - -	122 0 2	- - -	- - -	4 7 10	- - -	404 17 11
£	840 4 9	726 1 5	66 2 0	540 0 0	161 11 0	- - -	9,483 9 0
COUNTY OF HUNTINGDON.							
Bary and Stratton	13 3 9	228 11 0	- - -	- - -	28 19 2	- - -	1,037 4 9
Godmanchester to Cambridge	- - -	12 8 5	- - -	- - -	43 6 5	- - -	661 3 9
Godmanchester and Hartford	- - -	192 14 8	- - -	- - -	(o) 69 7 11	- - -	869 5 9
Kimbolton	11 4 10	97 10 0	70 15 8	- - -	11 7 11	- - -	726 2 4
Somersham	25 3 4	87 0 0	- - -	- - -	22 3 4	- - -	765 11 0
Stilton, &c.	- - -	- - -	- - -	- - -	13 6 8	- - -	664 8 8
£	49 11 11	618 4 1	70 15 8	- - -	208 11 5	- - -	4,723 16 3

(a) For debts of 100*l*.
(g) Including 500*l*. at 4 per cent.
(m) Including 500*l*. at 5 per cent.

(b) For debts of 300*l*.
(h) Including 2,600*l*. at 5 per cent.
(n) 3½ per cent. interest accepted by all the creditors except one.

(c) The full arrears not calculated.
(i) Including 350*l*. at 5 per cent.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	341 19 4	341 19 4
300 0 0	4½	- - -	- - -	- - -	300 0 0	- - -	- - -	- - -	1 16 8	719 5 6	721 2 2
1,150 0 0	4½	- - -	232 17 6	- - -	1,382 17 6	- - -	- - -	- - -	- - -	103 3 0	103 3 0
2,850 0 0	5½	13 0 0	118 2 6	- - -	2,981 2 6	- - -	- - -	- - -	- - -	244 6 9	244 6 9
1,900 0 0	4½	- - -	51 15 0	- - -	1,951 15 0	- - -	- - -	- - -	- - -	43 7 6	43 7 6
- - -	- - -	- - -	- - -	54 2 5	54 2 5	- - -	- - -	- - -	- - -	- - -	- - -
600 0 0	5	- - -	- - -	- - -	600 0 0	- - -	- - -	- - -	- - -	273 17 5	273 17 5
3,650 0 0	2	- - -	55 0 0	- - -	3,705 0 0	- - -	- - -	- - -	- - -	197 8 2	197 8 2
100 0 0	5	- - -	- - -	85 17 10	185 17 10	- - -	- - -	- - -	- - -	- - -	- - -
11,300 0 0	5	- - -	(c) 1,624 11 2	- - -	12,924 11 2	- - -	100 0 0	- - -	- - -	154 2 6	254 2 6
1,036 0 0	4	- - -	63 0 0	- - -	1,119 0 0	- - -	- - -	- - -	- - -	10 10 1	10 10 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2,800 0 0	4	- - -	56 0 0	- - -	2,856 0 0	- - -	- - -	- - -	- - -	82 19 11	82 19 11
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	968 5 8	968 5 8
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
550 0 0	4½	- - -	- - -	- - -	550 0 0	- - -	- - -	- - -	- - -	339 7 1	339 7 1
2,475 0 0	4½ & 5	- - -	220 0 0	- - -	2,695 0 0	0 2 8	- - -	- - -	- - -	110 8 5	110 11 1
3,450 0 0	2½	- - -	- - -	- - -	3,450 0 0	- - -	- - -	- - -	- - -	269 4 2	269 4 2
1,500 0 0	1d.	- - -	0 7 6	- - -	1,500 7 6	- - -	- - -	- - -	- - -	51 11 2	51 11 2
91,073 17 6	- -	148 6 9	30,249 19 8	1,511 19 11	122,984 3 10	26 16 0	105 0 0	- -	165 12 4	7,893 3 3	8,190 11 7
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
400 0 0	5	- - -	- - -	- - -	400 0 0	- - -	- - -	- - -	- - -	133 11 9	133 11 9
3,960 0 0	4½	30 15 0	- - -	- - -	3,990 15 0	- - -	- - -	- - -	- - -	341 4 3	341 4 3
5,800 0 0	4½	- - -	- - -	- - -	5,800 0 0	- - -	- - -	23 7 6	- - -	21 3 9	44 11 3
4,502 0 0	5	3 13 0	20 0 0	- - -	4,525 13 0	- - -	- - -	- - -	- - -	213 18 11	213 18 11
5,240 0 0	4	62 7 4	68 0 0	- - -	5,370 7 4	- - -	- - -	10 10 0	- - -	190 6 10	200 16 10
700 0 0	5	- - -	- - -	- - -	700 0 0	- - -	- - -	36 0 0	- - -	120 1 4	156 1 4
3,196 0 3	none	- - -	- - -	- - -	3,196 0 3	- - -	- - -	17 0 0	- - -	- - -	17 0 0
2,000 0 0	5	- - -	- - -	- - -	2,000 0 0	- - -	- - -	- - -	- - -	226 3 0	226 3 0
8,100 0 0	4½	- - -	- - -	214 15 0	8,314 15 0	- - -	- - -	14 5 0	- - -	- - -	14 5 0
4,435 0 0	5	- - -	8,198 5 0	4,192 4 9	16,825 9 9	- - -	- - -	- - -	- - -	- - -	- - -
100 0 0	5	- - -	- - -	- - -	100 0 0	- - -	- - -	- - -	- - -	72 16 3	72 16 3
1,550 0 0	4½	33 0 0	69 19 0	- - -	1,652 19 0	11 15 0	- - -	- - -	- - -	185 5 9	197 0 9
2,412 18 5	5	- - -	120 12 10	- - -	2,533 11 3	- - -	- - -	- - -	- - -	425 4 6	425 4 6
2,946 0 0	4	- - -	- - -	120 6 10	3,066 6 10	- - -	- - -	- - -	- - -	- - -	- - -
45,341 18 8	- -	129 15 4	8,476 16 10	4,527 6 7	58,475 17 5	11 15 0	- -	101 2 6	- -	1,931 16 4	2,044 13 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3,600 0 0	4½	- - -	5,276 18 9	- - -	8,876 18 9	- - -	- - -	- - -	- - -	96 18 5	96 18 5
5,250 0 0	3	250 0 0	(d) 98 5 0	- - -	5,348 5 0	- - -	- - -	- - -	- - -	406 3 0	406 3 0
- - -	- - -	50 0 0	- - -	- - -	50 0 0	- - -	- - -	- - -	- - -	215 10 1	215 10 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,339 8 9	1,339 8 9
5,750 0 0	4½	- - -	- - -	- - -	5,750 0 0	- - -	- - -	- - -	- - -	239 16 3	239 16 3
1,500 0 0	4½	- - -	- - -	- - -	1,500 0 0	- - -	- - -	- - -	- - -	86 2 1	86 2 1
1,800 0 0	5	- - -	- - -	- - -	1,800 0 0	- - -	- - -	- - -	- - -	389 16 8	389 16 8
- - -	- - -	200 0 0	- - -	- - -	200 0 0	- - -	- - -	- - -	16 5 0	126 12 3	126 12 3
1,000 0 0	4	25 0 0	80 0 0	- - -	1,105 0 0	- - -	- - -	- - -	- - -	312 13 2	328 18 2
2,710 0 0	4½ & 5	16 0 0	- - -	- - -	2,726 0 0	- - -	- - -	- - -	- - -	107 10 8	107 10 8
21,610 0 0	- -	541 0 0	5,455 3 9	- - -	27,606 3 9	- - -	- - -	- - -	- - -	276 2 3	276 2 3
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
6,530 0 0	(n) 5	- - -	(n) - - -	- - -	6,530 0 0	- - -	- - -	- - -	- - -	240 4 5	240 4 5
260 0 0	5	- - -	- - -	- - -	260 0 0	- - -	- - -	- - -	- - -	141 18 8	141 18 8
5,625 0 0	3½	60 0 0	163 18 2	- - -	5,848 18 2	- - -	- - -	4 15 9	- - -	476 16 5	481 12 2
3,484 19 5	3	- - -	18 1 0	- - -	3,501 0 5	- - -	- - -	- - -	- - -	250 9 0	250 9 0
1,740 0 0	5	- - -	- - -	- - -	1,740 0 0	- - -	- - -	- - -	- - -	308 2 10	308 2 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,428 18 11	1,428 18 11
17,639 19 5	- -	60 0 0	179 19 2	- - -	17,879 18 7	- - -	- - -	4 15 9	- - -	2,846 10 3	2,851 0 0

(d) For debts of 150*l*.
(A) For a debt of 250*l*.
(e) For debts of 500*l*.
(f) Reduced 700*l*. and the interest thereon as unclaimed by order of the trustees.
(o) Including 67*l*. 7*s*. 6*d*. to South Division.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ashford and Ham Street - -	169 12 3	- - -	404 0 7	5 0 0	- - -	- - -	3 15 0	- - -
Ashford and Maidstone - -	171 1 1	- - -	1,145 4 4	- - -	- - -	- - -	23 0 0	- - -
Benenden - - -	107 9 4	- - -	206 10 3	45 19 11	- - -	- - -	28 0 0	- - -
Bethersden - - -	47 8 11	- - -	524 13 1	69 16 2	- - -	- - -	6 18 0	- - -
Biddenden to Boundgate - -	321 3 9	- - -	343 0 0	72 8 11	- - -	- - -	- - -	- - -
Brandbridges - - -	262 17 3	- - -	552 10 3	- - -	- - -	- - -	15 16 6	- - -
Canterbury and Barham - -	140 4 1	- - -	732 5 0	- - -	- - -	- - -	2 0 0	- - -
Canterbury and Ramsgate:—								
First District - - -	55 18 9	- - -	524 0 0	- - -	- - -	- - -	- - -	- - -
Second District - - -	242 0 7	- - -	212 0 0	- - -	- - -	- - -	- - -	- - -
Canterbury and Sandwich - -	103 12 9	- - -	933 7 6	- - -	- - -	- - -	4 0 0	- - -
Chatham and Canterbury - -	656 6 4	- - -	1,203 1 0	- - -	- - -	1 0 0	118 4 6	- - -
Ditto, Macknade Branch - -	145 9 11	- - -	132 3 3	- - -	- - -	- - -	- - -	- - -
Dartford and Sevenoaks - -	420 16 10	- - -	570 0 0	- - -	- - -	- - -	- - -	- - -
Dartford and Strood - - -	- - -	56 0 11	788 13 4	- - -	- - -	- - -	(b)122 6 2	- - -
Dover to Barham Downs - -	261 3 1	- - -	672 17 4	- - -	- - -	- - -	- - -	- - -
Dover and Sandgate - - -	126 4 5	- - -	672 10 0	- - -	- - -	- - -	5 0 0	- - -
Dover to Sandwich, through Deal -	208 18 8	- - -	977 0 0	- - -	- - -	- - -	19 5 0	- - -
Dover to Sandwich, through Wal-								
dershare - - -	29 1 0	- - -	498 1 2	- - -	- - -	0 5 0	- - -	- - -
Faversham, Hythe, and Canterbury	374 11 6	- - -	1,510 1 11	- - -	- - -	- - -	27 18 0	- - -
Folkestone and Barham - -	178 6 10	- - -	240 10 0	80 4 0	- - -	- - -	1 5 0	- - -
Goudhurst - - -	0 15 7	- - -	195 16 9	45 0 0	- - -	- - -	- - -	- - -
Goudhurst, Gore, and Stilebridge -	86 6 2	- - -	324 9 1	49 0 0	- - -	- - -	8 10 0	- - -
Gravesend and Wrotham - -	713 3 5	- - -	420 10 0	91 15 3	- - -	- - -	19 8 0	- - -
Greenwich and Woolwich, Lower								
Road - - -	500 14 10	- - -	1,183 6 8	381 6 8	- - -	- - -	17 11 6	- - -
Hawkhurst Junction - - -	47 18 9	- - -	139 0 0	- - -	- - -	- - -	- - -	- - -
Herne Bay - - -	54 9 11	- - -	463 0 0	- - -	- - -	- - -	9 2 0	- - -
Kipping's Cross and Flimwell - -	- - -	2 8 10	391 8 4	- - -	- - -	- - -	- - -	- - -
Kipping's Cross and Wilsley Green -	201 2 6	- - -	424 7 11	- - -	- - -	- - -	- - -	- - -
Maidstone and Biddenden - -	418 0 1	- - -	742 8 10	86 0 11	- - -	- - -	- - -	- - -
Maidstone and Cranbrook - -	104 10 10	- - -	1,102 18 4	- - -	- - -	- - -	(d)842 11 6	- - -
Maidstone to Key Street - -	4 1 1	- - -	141 5 6	- - -	- - -	- - -	(e)95 16 0	- - -
Malling and Strood - - -	309 4 11	- - -	397 0 0	- - -	- - -	- - -	- - -	- - -
New Cross - - -	2,566 0 0	- - -	10,753 6 8	- - -	- - -	- - -	379 19 3	- - -
Penshurst, Wat's Cross, and Cow-								
den - - -	- - -	15 5 3	375 12 4	- - -	- - -	- - -	53 0 0	- - -
Rochester and Maidstone - -	306 18 10	- - -	433 13 2	- - -	- - -	- - -	- - -	- - -
Sandwich, Margate, and Ramsgate -	279 0 0	- - -	651 0 0	- - -	- - -	- - -	- - -	- - -
Sevenoaks - - -	711 16 7	- - -	376 15 7	- - -	- - -	0 1 3	79 15 0	- - -
Stoekershead to Bagham's Cross -	86 9 1	- - -	79 0 0	53 14 11	- - -	- - -	- - -	- - -
Tenterden - - -	48 14 8	- - -	948 17 0	77 16 5	- - -	- - -	7 0 0	- - -
Tonbridge - - -	- - -	113 8 0	1,033 11 1	- - -	- - -	- - -	51 5 0	- - -
Tonbridge and Ightham - -	144 7 5	- - -	215 7 6	- - -	- - -	- - -	6 0 0	- - -
Tonbridge and Maidstone - -	439 12 8	- - -	771 19 2	- - -	- - -	- - -	28 0 0	- - -
Wadhurst and West Farleigh - -	191 13 0	- - -	338 0 2	54 1 11	- - -	- - -	5 0 0	- - -
Westerham and Edenbridge - -	41 16 5	- - -	403 14 6	- - -	- - -	- - -	2 12 0	- - -
Whitstable - - -	790 16 3	- - -	740 0 0	- - -	- - -	- - -	39 2 11	- - -
Woodchurch - - -	66 16 11	- - -	183 10 0	92 7 6	- - -	- - -	7 16 6	- - -
Wrotham Heath - - -	114 17 4	- - -	401 7 2	- - -	- - -	0 1 3	6 8 0	- - -
Wrotham and Maidstone - -	138 8 3	- - -	880 0 0	- - -	- - -	- - -	30 0 0	- - -
£	12,390 2 4	187 3 0	37,373 14 9	1,204 12 7	- - -	1 7 6	2,066 5 10	- - -
COUNTY OF LANCASTER.								
Adlington and Westhoughton - -	194 11 4	- - -	202 0 0	- - -	- - -	- - -	2 17 11	- - -
Ashton and Platt Bridge - -	11 15 7	- - -	(f) - - -	- - -	- - -	- - -	- - -	- - -
Barton Bridge and Moses Gate - -	629 19 1	- - -	1,170 0 0	40 0 0	- - -	- - -	11 4 2	- - -
Barton Bridge and Stretford - -	125 0 7	- - -	242 0 0	- - -	- - -	- - -	1 3 8	- - -
Blackburn to Addingham and	1,000 11 0	- - -	4,030 9 8	- - -	- - -	9 1 3	48 13 2	- - -
Cocking End - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Blackburn and Preston - - -	233 5 9	- - -	932 0 5	244 10 0	- - -	- - -	30 12 3	2,000 0 0
Blackburn to Walton Cop - -	189 6 0	- - -	796 2 0	80 0 0	- - -	- - -	- - -	- - -
Bolton and Blackburn - - -	623 19 5	- - -	1,630 3 4	- - -	- - -	0 10 6	13 0 2	- - -
Bolton and Nightingale - -	760 11 1	- - -	2,384 13 4	- - -	- - -	1 4 7	38 7 4	- - -
Bolton and St. Helens - - -	393 4 3	- - -	1,866 13 4	- - -	- - -	0 5 6	3 19 8	- - -
Bolton and Westhoughton - -	9 11 11	- - -	400 0 0	- - -	- - -	0 8 6	60 5 5	- - -
Burnley to Edenfield Chapel - -	749 13 4	- - -	1,614 1 5	- - -	- - -	0 8 9	6 13 8	- - -
Bury to Blackburn, Whalley, &c. -	9 2 10	- - -	4,641 7 5	17 8 8	- - -	1 0 0	45 16 10	- - -
Bury and Bolton - - -	198 1 3	- - -	928 15 0	- - -	- - -	- - -	7 6 0	- - -
Clitheroe to Blackburn and Mellor								
Brook - - -	- - -	175 15 6	1,015 3 4	100 2 11	- - -	- - -	3 0 0	- - -
Crossford Bridge and Manchester -	2 15 6	- - -	2,010 0 0	- - -	- - -	- - -	53 12 10	- - -

(a) For 2 years.

(b) Including 100*l.* for land sold.

(c) Including 150*l.* for extra repairs.

(d) To accountant.

(e) Including payments to parishes.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
412 15 7	41 14 11	66 12 2	36 19 9	- - -	11 4 5	7 8 11	5 5 0	5 5 0	15 0 0
1,154 4 4	131 16 9	110 5 3	238 13 6	- - -	25 15 7	51 1 11	16 16 0	16 16 0	50 0 0
280 10 2	13 3 3	53 7 3	2 9 0	- - -	- - -	15 17 10	- - -	10 0 0	- - -
601 7 3	70 3 11	80 3 10	81 16 4	- - -	19 16 2	43 6 5	5 0 0	10 0 0	30 0 0
415 8 11	94 18 1	57 3 4	31 6 1	- - -	- - -	13 17 3	10 0 0	10 10 0	25 0 0
568 6 9	76 1 6	26 17 9	20 8 0	- - -	- - -	31 19 5	(a)12 0 0	10 0 0	- - -
734 8 0	63 2 4	29 6 0	74 11 4	- - -	- - -	34 19 1	- - -	20 0 0	45 0 0
524 0 0	89 8 2	7 10 0	85 0 0	- - -	- - -	18 12 10	- - -	25 0 0	29 15 0
912 0 0	- - -	- - -	- - -	- - -	- - -	6 9 9	- - -	15 0 0	- - -
937 7 6	119 10 5	79 3 0	82 19 0	- - -	- - -	98 12 8	- - -	25 0 0	40 0 0
1,322 5 6	317 5 8	26 9 8	369 19 7	- - -	- - -	34 11 8	- - -	20 0 0	50 0 0
132 3 3	- - -	- - -	- - -	- - -	- - -	4 11 1	- - -	5 0 0	- - -
570 0 0	202 19 8	70 4 6	108 16 6	- - -	- - -	16 16 0	- - -	- - -	46 16 0
910 19 6	165 18 0	11 4 0	336 9 3	- - -	- - -	27 19 8	- - -	- - -	80 0 0
672 17 4	120 0 0	136 16 9	149 9 10	- - -	- - -	52 6 8	10 0 0	20 0 0	65 0 0
627 10 0	120 0 0	152 9 5	(c)238 17 0	- - -	- - -	35 5 0	10 0 0	30 0 0	30 0 0
996 5 0	179 8 2	246 18 6	146 9 11	- - -	- - -	25 9 9	10 0 0	20 0 0	54 12 0
494 6 2	91 13 9	23 19 6	28 1 0	- - -	- - -	2 6 6	10 0 0	10 0 0	25 0 0
1,537 19 11	238 4 1	145 18 10	319 13 1	- - -	19 17 7	111 18 10	- - -	30 0 0	90 0 0
521 19 0	68 10 9	43 9 9	21 12 6	- - -	- - -	10 5 9	10 0 0	10 0 0	20 0 0
240 16 9	36 14 0	24 6 4	7 10 0	- - -	- - -	20 3 10	5 0 0	10 0 0	15 12 0
381 19 1	66 1 11	18 8 3	33 14 8	- - -	- - -	14 11 5	- - -	10 10 0	5 0 0
531 13 3	56 3 10	- - -	79 18 6	- - -	- - -	27 12 3	- - -	20 0 0	15 0 0
1,582 4 10	140 10 0	206 1 0	310 4 3	- - -	- - -	4 18 9	- - -	30 0 0	35 0 0
159 0 0	29 2 0	28 0 4	23 15 11	- - -	- - -	22 4 8	- - -	10 0 0	1 0 0
473 2 0	47 10 3	5 8 0	88 17 4	- - -	- - -	2 12 1	- - -	25 0 0	20 0 0
391 8 4	- - -	- - -	- - -	- - -	- - -	13 6 11	- - -	15 0 0	- - -
424 7 11	61 12 6	66 13 10	17 4 10	- - -	- - -	17 13 5	5 0 0	8 8 0	- - -
838 9 9	115 16 5	105 19 11	67 12 11	- - -	- - -	13 6 4	10 0 0	20 0 0	25 0 0
1,945 9 10	291 7 5	366 16 2	160 11 0	- - -	- - -	107 3 10	10 0 0	20 0 0	50 0 0
287 1 6	61 19 11	- - -	54 13 6	- - -	- - -	7 15 11	- - -	10 10 0	15 15 0
397 0 0	59 7 9	- - -	74 15 9	- - -	- - -	18 9 10	- - -	31 10 0	30 0 0
11,133 5 11	2,217 6 7	3,135 11 9	3,421 11 2	- - -	134 8 6	291 15 2	- - -	200 0 0	350 0 0
428 12 4	69 9 0	188 12 4	58 9 7	- - -	- - -	10 16 0	- - -	30 0 0	30 0 0
433 13 2	129 18 5	17 2 0	126 11 3	- - -	- - -	10 4 1	10 0 0	20 0 0	52 0 0
651 0 0	135 4 6	77 8 11	77 10 3	- - -	- - -	6 5 6	15 0 0	15 0 0	30 0 0
456 11 10	113 2 0	53 0 4	79 11 2	- - -	- - -	20 1 8	20 0 0	42 0 0	60 0 0
132 14 11	46 10 3	8 9 0	25 10 11	- - -	- - -	2 17 10	3 0 0	10 10 0	10 0 0
1,033 13 5	139 12 4	209 7 2	113 3 4	- - -	5 13 9	62 2 0	- - -	25 0 0	40 0 0
1,084 16 1	216 10 6	405 16 10	340 19 6	- - -	- - -	37 5 2	- - -	80 0 0	66 2 7
221 7 6	75 16 4	45 18 4	50 3 3	- - -	- - -	23 12 0	- - -	33 15 4	20 0 0
799 19 2	191 1 0	234 10 2	143 11 0	- - -	- - -	53 12 1	15 0 0	20 0 0	50 1 0
397 2 1	58 19 1	79 9 6	23 2 0	- - -	- - -	16 13 4	10 0 0	10 10 0	- - -
406 6 6	167 10 2	122 10 5	39 3 0	- - -	- - -	14 16 4	- - -	12 12 0	50 0 0
779 2 11	71 1 6	17 5 3	189 5 8	- - -	- - -	60 0 8	- - -	15 0 0	30 0 0
283 14 0	33 12 9	51 4 1	37 7 5	- - -	- - -	7 6 0	10 0 0	10 0 0	10 0 0
407 16 5	117 16 0	62 8 3	70 15 8	- - -	- - -	9 3 0	10 0 0	42 0 0	40 0 0
910 0 0	332 6 0	- - -	305 19 9	- - -	- - -	44 0 5	- - -	75 0 0	100 0 0
40,546 0 8	7,286 1 10	6,848 7 8	8,395 5 3	- - -	216 16 0	1,584 7 6	222 1 0	1,144 16 4	1,846 13 7
204 17 11	- - -	- - -	- - -	- - -	- - -	5 13 3	10 0 0	10 0 0	- - -
1,221 4 2	(g) 498 13 8	11 14 10	15 0 8	- - -	- - -	4 10 2	21 0 0	20 0 0	30 0 0
243 3 8	48 17 3	1 8 6	2 18 0	- - -	- - -	3 1 0	- - -	- - -	10 0 0
4,088 4 1	607 4 0	162 14 7	841 3 4	- - -	43 17 9	92 18 1	(h)30 0 0	40 0 0	135 0 0
3,207 2 8	158 17 2	94 0 11	33 4 2	- - -	- - -	11 18 3	20 0 0	48 8 9	12 10 0
876 2 0	189 1 2	46 13 8	158 14 3	- - -	- - -	- - -	2 0 0	30 0 0	30 0 0
1,643 14 0	- - -	- - -	- - -	10 11 9	- - -	- - -	- - -	80 0 0	34 0 0
2,424 5 3	(i)500 0 0	- - -	- - -	- - -	- - -	32 13 10	- - -	21 0 0	- - -
1,870 18 6	435 16 8	195 12 10	202 18 11	31 15 0	- - -	76 14 11	- - -	52 10 0	80 0 0
460 13 11	121 2 4	29 3 3	23 5 3	- - -	- - -	22 17 8	- - -	20 0 0	- - -
1,621 3 10	391 5 7	248 16 5	285 13 9	- - -	- - -	33 3 5	20 0 0	21 0 0	70 0 0
4,705 12 11	835 18 10	483 17 9	1,013 5 8	- - -	27 5 0	166 11 6	- - -	130 0 0	200 0 0
936 1 0	- - -	- - -	- - -	- - -	- - -	8 15 0	10 0 0	26 5 0	20 0 0
1,118 6 3	86 14 7	111 3 3	112 19 4	- - -	- - -	14 14 2	- - -	30 0 0	20 0 0
2,063 12 10	417 19 2	142 13 9	(k)1,005 12 11	- - -	- - -	133 16 10	- - -	- - -	130 0 0

(d) Including 800*l.* from sale of land.(e) Including 75*l.* from sale of toll-house.

(f) The trustees have ceased to collect tolls.

(i) Allowed to townships.

(h) Including contract work.

(Continued on page 36.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ashford and Ham Street - - -	- - -	103 2 6	- - -	(a) 180 0 0	6 7 0	- - -	478 19 8
Ashford and Maidstone - - -	- - -	23 9 8	100 0 0	300 0 0	13 8 10	- - -	1,078 3 6
Benenden - - -	9 4 1	68 7 8	- - -	50 0 0	2 18 10	- - -	225 7 11
Bethersden - - -	53 9 2	160 0 6	- - -	- - -	23 3 0	- - -	576 19 4
Biddenden to Boundgate - - -	13 4 2	263 10 8	- - -	- - -	6 3 3	- - -	525 12 10
Brandbridges - - -	- - -	337 11 0	- - -	100 0 0	- - -	- - -	614 17 6
Canterbury and Barham - - -	9 2 8	225 11 4	- - -	300 0 0	3 16 1	- - -	805 8 10
Canterbury and Ramsgate :—							
First District - - -	9 18 6	31 4 0	- - -	- - -	- - -	- - -	296 8 6
Second District - - -	17 2 11	84 0 11	- - -	(b) 201 6 8	9 7 7	- - -	333 7 10
Canterbury and Sandwich - - -	5 16 0	186 5 8	- - -	100 0 0	4 0 0	- - -	741 6 9
Chatham and Canterbury - - -	- - -	48 13 1	- - -	270 0 0	11 9 2	- - -	1,148 8 10
Ditto, Macknade Branch - - -	- - -	- - -	- - -	(a) 145 0 0	2 12 0	- - -	157 3 1
Dartford and Sevenoaks - - -	20 3 10	- - -	- - -	- - -	- - -	- - -	465 16 6
Dartford and Strood - - -	- - -	53 9 7	- - -	- - -	18 19 6	- - -	694 0 0
Dover to Barham Downs - - -	28 2 6	- - -	- - -	- - -	37 14 9	- - -	619 10 6
Dover and Sandgate - - -	- - -	115 5 9	- - -	- - -	45 0 8	- - -	776 17 10
Dover to Sandwich, through Deal - - -	36 19 0	146 8 1	- - -	150 0 0	19 4 1	- - -	1,035 9 6
Dover to Sandwich, through Wal- dershare - - -	29 11 2	34 8 8	- - -	(d) 75 0 0	20 3 5	- - -	350 4 0
Faversham, Hythe, and Canterbury - - -	12 12 2	129 7 6	- - -	200 0 0	19 5 4	- - -	1,316 17 5
Folkestone and Barham - - -	23 10 10	89 9 9	- - -	- - -	25 15 10	- - -	322 15 2
Goudhurst - - -	3 19 6	105 0 0	- - -	- - -	6 5 1	- - -	234 10 9
Goudhurst, Gore, and Stilebridge - - -	4 13 6	68 17 0	- - -	50 0 0	11 12 1	- - -	283 8 10
Gravesend and Wrotham - - -	5 1 6	114 0 0	- - -	- - -	7 4 6	- - -	325 0 7
Greenwich and Woolwich, Lower Road - - -	10 10 0	162 5 8	10 10 0	501 5 0	35 6 7	- - -	1,446 11 3
Hawkhurst Junction - - -	- - -	- - -	- - -	- - -	24 10 10	- - -	138 13 9
Herne Bay - - -	16 13 4	68 1 5	- - -	100 0 0	22 10 2	- - -	396 12 7
Kipping's Cross and Flimwell - - -	10 8 2	344 8 1	- - -	- - -	15 7 0	- - -	398 10 2
Kipping's Cross and Wilsley Green - - -	4 12 6	53 5 11	- - -	100 0 0	16 14 4	- - -	351 5 4
Maidstone and Biddenden - - -	- - -	373 0 6	- - -	- - -	5 3 2	- - -	733 19 3
Maidstone and Cranbrook - - -	11 1 7	- - -	- - -	- - -	8 9 1	- - -	1,025 9 1
Maidstone to Key Street - - -	1 12 0	3 15 0	- - -	75 0 0	4 16 11	- - -	235 18 3
Malling and Strood - - -	- - -	49 10 0	- - -	- - -	- - -	- - -	263 13 4
New Cross - - -	126 19 4	- - -	162 2 3	- - -	(e) 1,180 14 6	- - -	11,220 9 3
Penshurst, Wat's Cross, and Cow- den - - -	7 10 0	- - -	52 0 0	- - -	9 12 6	- - -	406 9 5
Rochester and Maidstone - - -	- - -	- - -	- - -	- - -	1 11 0	- - -	367 6 9
Sandwich, Margate, and Ramsgate - - -	22 7 11	102 5 7	- - -	100 0 0	9 8 7	- - -	590 11 3
Sevenoaks - - -	- - -	- - -	- - -	- - -	4 8 2	- - -	392 3 4
Stockershead to Bagham's Cross - - -	5 14 2	41 11 1	- - -	- - -	3 14 3	- - -	157 17 6
Tenterden - - -	1 4 6	205 19 0	- - -	- - -	23 14 11	- - -	825 17 0
Tonbridge - - -	153 15 8	- - -	- - -	- - -	28 17 10	- - -	1,329 8 1
Tonbridge and Ightham - - -	- - -	2 10 0	- - -	- - -	5 6 6	- - -	257 1 9
Tonbridge and Maidstone - - -	9 9 0	- - -	149 13 6	- - -	8 16 2	- - -	875 13 11
Wadhurst and West Farleigh - - -	14 13 2	89 0 5	- - -	(d) 90 0 0	10 5 0	- - -	402 12 6
Westerham and Edenbridge - - -	- - -	- - -	- - -	- - -	4 0 0	- - -	410 11 11
Whitstable - - -	33 7 2	- - -	112 18 8	- - -	50 7 6	- - -	579 6 5
Woodchurch - - -	1 10 0	66 17 7	- - -	(g) 73 10 0	7 17 6	- - -	309 5 4
Wrotham Heath - - -	- - -	- - -	- - -	- - -	6 11 6	- - -	358 14 5
Wrotham and Maidstone - - -	- - -	- - -	- - -	- - -	2 0 0	- - -	859 6 2
£	714 0 0	3,950 13 7	587 4 5	3,161 1 8	1,784 15 0	- - -	37,742 3 10
COUNTY OF LANCASTER.							
Adlington and Westhoughton - - -	- - -	93 0 0	- - -	(h) 160 0 0	18 0 11	- - -	296 14 2
Ashton and Platt Bridge - - -	- - -	- - -	- - -	- - -	- - -	- - -	1,723 14 7
Barton Bridge and Moses Gate - - -	- - -	22 10 10	1,003 11 2	- - -	33 14 4	- - -	1,660 15 8
Barton Bridge and Stretford - - -	15 5 0	87 3 9	- - -	50 0 0	12 8 4	- - -	231 1 10
Blackburn to Addingham and Cocking End - - -	5 5 10	918 0 7	- - -	940 0 0	36 18 7	- - -	3,853 2 9
Blackburn and Preston - - -	601 7 0	738 2 1	- - -	- - -	5 6 3	- - -	1,723 14 7
Blackburn to Walton Cop - - -	- - -	364 13 2	- - -	- - -	23 14 8	- - -	844 16 11
Bolton and Blackburn - - -	8 19 6	956 13 8	- - -	(l) 300 0 0	70 6 9	- - -	1,460 11 8
Bolton and Nightingale - - -	21 16 3	618 15 1	- - -	(m) 1,258 14 0	50 3 1	- - -	2,503 2 3
Bolton and St. Helens - - -	100 0 0	372 4 0	- - -	(n) 200 0 0	84 12 9	- - -	1,832 5 1
Bolton and Westhoughton - - -	- - -	69 16 4	- - -	- - -	18 9 8	- - -	304 14 6
Burnley to Edenfield Chapel - - -	0 13 4	391 14 6	- - -	497 10 0	26 12 10	- - -	1,986 9 10
Bury to Blackburn, Whalley, &c. - - -	20 16 4	469 11 10	711 15 6	400 0 0	236 9 0	- - -	4,695 11 5
Bury and Bolton - - -	- - -	343 8 0	- - -	(o) 638 0 0	53 19 2	- - -	1,100 7 2
Clitheroe to Blackburn and Mellor Brook - - -	3 3 8	599 14 8	- - -	- - -	22 1 3	- - -	1,000 10 11
Crossford Bridge and Manchester - - -	41 14 2	- - -	- - -	- - -	(p) 236 4 1	- - -	2,108 0 11

(a) For a debt of 200l. (b) For debts of 400l. (c) Interest unclaimed.
(g) For debts of 150l. (h) For debts of 200l. (i) Including 2,000l. at 5 per cent.
(m) For debts of 1,377l. 10s. (n) For debts of 230l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,440 0 0	4	-	-	-	2,440 0 0	-	-	-	-	103 8 2	103 8 2
310 0 0	4	70 0 0	-	-	380 0 0	-	-	-	-	261 1 11	261 1 11
1,790 0 0	4	9 5 5	-	-	1,799 5 5	-	-	7 0 0	101 8 7	162 11 7	271 0 2
4,065 13 11	4	-	86 14 3	-	4,172 8 2	-	-	-	-	71 16 10	71 16 10
2,613 5 0	5	-	130 13 3	-	2,743 18 3	-	15 16 10	-	-	210 19 10	226 16 8
7,351 17 6	4 & 5	-	3,307 1 1	-	10,658 18 7	-	-	-	-	216 6 4	216 6 4
4,300 0 0	4½	19 12 10	174 13 5	-	4,494 6 3	-	-	-	-	69 0 3	69 0 3
800 0 0	4	12 16 0	32 0 0	-	844 16 0	-	-	-	-	283 10 3	283 10 3
3,700 0 0	2	-	113 0 0	-	3,813 0 0	-	-	-	-	120 12 9	120 12 9
3,850 0 0	5	47 17 1	263 9 8	-	4,161 6 9	-	-	-	-	299 13 6	299 13 6
572 0 0	4	36 0 0	-	-	1,008 0 0	3 13 6	-	21 0 0	-	830 3 0	854 16 6
1,375 0 0	none	-	-	-	1,375 0 0	-	-	-	-	120 10 1	120 10 1
107 10 0	4	-	(c)	-	107 10 0	-	-	-	-	525 0 4	525 0 4
800 0 0	5 & 4½	290 2 0	-	-	1,090 2 0	-	-	-	-	160 18 7	160 18 7
-	-	-	-	-	-	-	-	-	-	314 9 11	314 9 11
2,400 0 0	4	-	28 0 0	-	2,428 0 0	-	-	-	-	26 16 7	26 16 7
2,219 0 0	5	-	401 11 0	-	2,620 11 0	-	-	-	-	169 14 2	169 14 2
2,300 0 0	3	-	38 5 0	-	2,338 5 0	31 0 0	-	-	-	177 3 2	208 3 2
3,050 0 0	4	45 0 0	47 5 0	-	3,142 5 0	-	-	-	-	595 14 0	595 14 0
4,475 0 0	2	-	-	-	4,475 0 0	-	-	-	-	177 10 8	177 10 8
2,100 0 0	5	-	1,906 5 0	-	4,006 5 0	-	-	-	-	7 1 7	7 1 7
2,250 0 0	3	62 9 1	-	-	2,312 9 1	-	-	-	-	184 16 5	184 16 5
6,800 0 0	2	-	355 0 0	-	7,155 0 0	-	12 7 5	-	-	919 16 1	932 3 6
1,269 19 10	2½ & 3½	307 9 5	77 8 5	-	5,654 17 8	-	-	-	-	636 8 5	636 8 5
10,250 0 0	5	931 12 5	12,655 9 0	-	29,837 1 5	-	-	-	-	68 5 0	68 5 0
2,400 0 0	3	-	14 0 0	-	2,414 0 0	-	-	-	-	129 18 10	129 18 10
7,400 0 0	5	-	36 1 10	9 10 8	7,445 12 6	-	-	-	35 15 0	-	35 15 0
1,330 0 0	4	103 11 4	-	-	1,453 11 4	-	-	-	-	274 5 1	274 5 1
9,894 0 0	4	-	417 8 11	-	10,311 8 11	-	-	-	34 15 0	510 10 7	545 5 7
-	-	-	-	-	-	-	-	-	-	1,024 11 7	1,024 11 7
-	-	-	-	-	-	-	-	-	-	5 4 4	5 4 4
1,445 0 0	2	-	125 4 0	-	4,570 4 0	-	-	-	-	442 11 7	442 11 7
-	-	2,234 9 2	-	-	2,234 9 2	-	-	81 16 3	-	2,478 16 8	2,560 12 11
-	-	-	-	-	-	-	-	-	-	6 17 8	6 17 8
-	-	-	-	-	-	-	-	-	-	373 5 3	373 5 3
2,400 0 0	5	-	71 0 0	-	2,471 0 0	-	-	-	-	339 8 9	339 8 9
-	-	-	-	-	-	-	-	-	-	776 5 1	776 5 1
2,075 0 0	2	-	64 0 0	-	2,139 0 0	-	-	-	-	61 6 6	61 6 6
7,215 0 0	3	10 0 0	10 10 0	-	7,235 10 0	-	-	-	-	256 11 1	256 11 1
-	-	-	-	358 0 0	358 0 0	-	-	-	-	-	-
4,562 10 0	5	-	11,220 0 0	-	16,082 10 0	-	42 17 11	-	-	108 13 2	151 11 1
-	-	-	-	-	-	-	-	-	-	363 17 11	363 17 11
3,500 0 0	2½	83 15 6	-	-	3,583 15 6	-	-	-	-	186 2 7	186 2 7
5,820 0 0	4	-	14,458 8 0	-	20,278 8 0	-	-	-	-	37 11 0	37 11 0
-	-	-	-	-	-	-	-	-	-	990 12 9	990 12 9
3,343 18 3	2	-	-	-	3,343 18 3	-	-	-	-	41 5 7	41 5 7
-	-	-	-	-	-	-	-	12 0 0	-	163 19 4	175 19 4
-	-	-	-	-	-	-	-	-	-	189 2 1	189 2 1
106,154 14 6	-	4,264 0 3	46,033 7 10	367 10 8	186,919 13 3	34 13 6	71 2 2	121 16 3	171 18 7	15,474 6 10	15,873 17 4
4,200 0 0	2	-	-	-	4,200 0 0	70 0 0	-	-	35 0 0	102 15 1	207 15 1
1,152 4 8	5	-	-	-	1,152 4 8	-	-	-	-	11 15 7	11 15 7
500 0 0	3 & 4½	36 10 0	5 14 9	-	542 4 9	97 13 6	-	-	-	190 7 7	208 1 1
1,250 0 0	5	36 1 6	41 7 7	-	1,827 9 1	-	-	-	-	137 2 5	137 2 5
22,221 3 4	4	-	382 13 1	-	22,903 16 5	-	-	-	-	1,235 12 4	1,235 12 4
17,358 2 6	(h) 2	-	(h) 139 7 11	-	17,497 10 5	-	15 10 0	-	-	1,716 13 10	1,732 3 10
7,506 10 0	5	-	129 0 0	-	7,635 10 0	55 6 8	-	-	-	220 11 1	275 17 9
20,563 4 6	5	6 6 0	56 17 6	-	20,626 8 0	-	-	-	-	807 1 9	807 1 9
20,421 4 11	3	-	-	-	20,421 4 11	-	-	-	-	681 14 1	681 14 1
7,501 15 2	5	69 17 1	15 18 1	-	7,587 10 4	-	-	-	-	431 17 8	431 17 8
1,770 0 0	5	19 2 7	21 13 3	-	1,810 15 10	-	-	-	-	165 11 4	165 11 4
3,200 0 0	4 & 5	-	76 19 10	-	3,776 19 10	-	-	-	-	384 7 4	384 7 4
2,450 0 0	5	-	-	-	9,150 0 0	-	-	-	-	19 4 4	19 4 4
16,302 9 10	2	-	16 0 0	-	16,318 9 10	-	-	-	-	33 15 1	33 15 1
12,600 0 0	5	-	104 18 8	58 0 2	12,762 18 10	-	-	-	-	-	-
-	-	-	-	41 12 7	41 12 7	-	-	-	-	-	-

(d) For a debt of 100l.

(e) Including watering 990l. 5s. 6d.

(f) Reduced by consent of creditors.

(h) Reduced by new Local Act.

(i) For debts of 364l.

(o) For debts of 886l.

(p) Including rents 93l. 18s. 10d. and watering 67l. 14s. 5d.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.		Balance due to the Treasurers, 1st Jan. 1859.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF LANCASTER —continued.										
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Dryclough, Shaw, and Rochdale -	2,224	16 9	-	-	1,390	0 0	-	-	-	-
Edenfield Chapel to Little Bolton -	1,145	4 6	-	-	1,895	16 4	18	0 0	-	19 11 2
Elton and Blackburn -	214	5 7	-	-	575	0 0	-	-	-	19 8 3
Finnington and Chorley -	-	-	547	8 4	286	14 6	-	50	0 0	3 5 0
Garstang and Heiring-syke -	164	9 9	-	-	626	16 8	-	-	-	5 3 5
Haslingden and Todmorden -	210	19 3	-	-	3,316	12 2	41	3 5	0	16 3
Hulme and Eccles -	464	19 8	-	-	760	0 0	-	-	-	10 10 4
Hulton -	20	10 4	-	-	560	11 8	-	-	1	2 6
Ince, Hindley, and Westhoughton -	33	13 2	-	-	553	10 9	-	-	1	0 9
Kirkby Kendal and Kirkby Ireleth -	110	1 10	-	-	449	16 0	33	14 11	-	4 17 0
Liverpool, Prescott, Ashton, and Warrington -	81	15 3	-	-	4,942	18 8	-	-	24	13 11
Liverpool and Preston -	339	5 8	-	-	3,385	6 9	-	-	2	6 3
Liversey Branch -	32	3 11	-	-	43	6 9	-	-	-	-
Manchester and Ashton-under-Lyne New Road -	430	17 9	-	-	905	18 4	-	-	-	36 5 3
Manchester and Bury New Road -	696	14 6	-	-	3,925	0 0	-	-	-	129 2 5
Manchester, Oldham, and Austerlands -	2,034	19 5	-	-	7,174	0 5	-	-	7	13 9
Manchester to Rochdale, &c., Manchester District -	174	8 11	-	-	1,150	0 0	-	-	-	4 14 3
Manchester and Saltersbrook -	277	9 1	-	-	3,767	16 4	-	-	-	283 19 0
Mather Fold and Hardman's -	39	12 3	-	-	32	8 5	-	-	-	0 7 8
Moses Gate District -	149	4 10	-	-	1,540	16 8	-	-	-	57 4 11
Ditto, Ringley District -	200	6 3	-	-	431	13 4	-	-	-	13 9 5
Oldham and Ripponden -	662	7 9	-	-	757	0 0	-	-	-	38 13 11
Pendleton Roads -	1,427	8 1	-	-	7,961	11 0	-	-	-	83 18 11
Penwortham and Wrightington -	-	-	64	5 0	840	12 11	-	-	4	10 0
Preston and Garstang -	204	19 3	-	-	1,002	8 4	-	-	-	41 10 8
Prestwich, Bury, and Radcliffe -	1,482	6 8	-	-	2,060	2 4	-	-	-	75 5 11
Radcliffe -	-	-	6	12 8	875	0 0	-	-	0	7 6
Ridgill and Lanes, and Holehouse -	41	10 5	-	-	349	15 6	-	-	-	-
Rochdale, Bamford, and Bury -	170	1 5	-	-	925	0 0	-	-	-	10 4 2
Rochdale and Burnley -	842	13 7	-	-	2,861	14 7	27	9 0	15	6 3
Rochdale and Edenfield -	287	6 2	-	-	510	10 5	-	-	-	3 17 0
Rochdale Lane-end to Land's-end in Heaton -	-	-	117	18 2	410	0 0	199	10 0	-	-
Rochdale and Manchester -	1,102	16 5	-	-	3,600	0 0	-	-	-	55 18 7
Sharpley and Houghton -	415	14 0	-	-	338	5 5	-	-	-	4 13 1
Standedge and Oldham -	429	5 5	-	-	736	6 8	-	-	2	2 0
Sudden Bridge to Bury -	36	12 0	-	-	1,120	0 0	-	-	-	0 3 1
Ulverstone, Milnthorpe, and Lancaster -	215	4 11	-	-	758	10 8	-	-	-	15 3 2
Warrington to Lower Irlam -	212	13 4	-	-	219	7 0	-	-	-	7 13 3
Warrington and Wigan -	400	16 11	-	-	578	15 0	-	-	-	80 13 5
Wigan and Preston, North of Yarrow -	124	4 7	-	-	826	2 8	-	-	2	6 0
Ditto, South of Yarrow -	112	16 11	-	-	511	10 0	-	-	-	7 7 11
£	22,346	5 9	911	19 8	88,820	4 5	801	18 11	50	0 0
COUNTY OF LEICESTER.										
Appleby -	-	-	1	15 10	131	0 0	-	-	0	18 0
Ashby-de-la-Zouch -	-	-	288	19 8	1,089	10 0	-	-	1	15 6
Bridgford Lane and Kettering (South Part of Northern Division) -	34	12 1	-	-	588	0 0	-	-	-	4 5 6
Burton Bridge to Market Bosworth -	260	13 3	-	-	1,181	1 5	-	-	-	121 0 0
Destord -	287	10 5	-	-	325	0 0	-	-	-	-
Hinckley and Lutterworth -	300	13 10	-	-	618	11 8	-	-	-	-
Hinckley and Melbourne -	114	6 3	-	-	837	5 5	-	-	0	16 0
Hinckley and Narborough -	236	11 7	-	-	1,648	10 8	-	-	-	4 3 0
Hinckley and Narborough (through Sapcote) -	5	0 7	-	-	194	16 8	-	-	-	5 1 0
Leicester and Lutterworth -	228	14 9	-	-	607	5 0	-	-	-	-
Leicester and Peterborough, Leicester District -	14	13 10	-	-	1,107	18 0	-	-	3	16 4

(a) Including materials, &c.

(b) To comptroller.

(c) Paid to townships.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,390 0 0	- - -	- - -	- - -	- - -	- - -	17 7 6	- - -	20 0 0	- - -
1,933 7 6	0 1 5	0 17 6	- - -	- - -	- - -	15 11 1	- - -	45 0 0	41 13 4
594 8 3	- - -	- - -	- - -	- - -	- - -	3 0 11	5 0 0	21 0 0	22 10 0
339 19 6	(a) 116 18 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0
632 0 1	- - -	- - -	- - -	- - -	- - -	10 10 0	10 0 0	20 0 0	- - -
3,514 19 4	877 16 7	232 3 7	632 14 2	10 0 0	32 14 6	95 6 3	35 0 0	5 5 0	100 0 0
770 10 4	- - -	- - -	- - -	- - -	- - -	8 18 7	- - -	42 0 0	12 0 0
578 4 8	312 3 8	111 5 0	36 19 5	- - -	0 8 0	17 10 6	- - -	20 0 0	- - -
563 19 8	138 0 8	29 2 0	96 18 5	- - -	- - -	- - -	10 0 0	10 10 0	15 0 0
488 7 11	140 0 0	24 16 11	- - -	- - -	- - -	- - -	- - -	15 0 0	25 0 0
5,003 13 2	1,263 2 6	670 15 9	1,039 7 4	- - -	- - -	130 9 11	50 0 0	10 10 0	280 0 0
3,449 12 11	1,140 4 9	499 6 6	1,149 6 3	- - -	37 0 0	146 5 9	50 0 0	75 0 0	225 0 0
43 6 9	- - -	- - -	- - -	- - -	- - -	1 11 0	1 1 0	5 0 0	- - -
942 3 7	97 11 8	14 14 9	81 2 2	- - -	- - -	2 2 11	- - -	- - -	10 0 0
4,054 2 5	376 10 9	143 17 10	1,077 7 4	- - -	1 0 0	32 3 8	- - -	42 0 0	60 0 0
7,199 1 7	1,481 13 11	466 10 8	1,978 2 0	- - -	- - -	98 4 6	(b) 46 10 0	80 0 0	200 0 0
1,134 14 3	243 19 1	205 18 2	530 15 0	- - -	- - -	28 17 1	- - -	42 0 0	65 0 0
4,051 15 4	813 6 7	329 7 6	953 1 2	- - -	2 19 7	117 1 8	50 0 0	- - -	165 0 0
32 16 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -
1,598 1 7	451 8 2	108 6 5	190 14 5	- - -	1 7 8	63 5 4	- - -	21 0 0	50 0 0
443 2 9	169 4 7	26 12 9	27 0 10	- - -	- - -	7 16 8	- - -	5 0 0	20 0 0
795 13 11	- - -	- - -	- - -	- - -	- - -	24 1 11	- - -	54 0 0	20 0 0
8,045 9 11	2,074 7 4	1,010 16 1	2,814 10 6	- - -	14 16 6	364 19 7	- - -	105 0 0	270 0 0
847 9 5	213 13 0	78 3 11	135 12 11	- - -	- - -	- - -	5 0 0	40 0 0	60 0 0
1,043 19 0	(c) 120 0 0	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	10 0 0
5,135 8 3	482 15 3	173 19 5	240 15 5	- - -	- - -	21 9 10	10 0 0	26 5 0	65 16 8
886 3 6	159 0 3	70 4 10	26 6 0	- - -	3 0 0	30 10 11	- - -	31 10 0	52 0 0
349 15 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
933 4 2	- - -	- - -	- - -	8 15 0	- - -	7 6 1	- - -	21 0 0	15 0 0
2,989 13 1	726 6 4	191 0 6	595 19 0	- - -	19 9 3	57 11 3	35 0 0	20 0 0	105 0 0
514 7 5	- - -	- - -	- - -	- - -	- - -	25 19 1	- - -	21 0 0	12 12 0
609 10 0	111 17 7	20 18 6	231 5 9	- - -	- - -	33 7 0	- - -	21 0 0	20 0 0
3,655 18 7	623 4 3	172 0 11	1,057 5 7	- - -	- - -	208 14 4	20 0 0	(d) 100 0 0	145 12 0
342 18 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	6 0 0
790 1 0	266 1 10	60 19 10	- - -	- - -	- - -	21 10 7	20 0 0	50 4 6	50 0 0
1,120 3 1	217 11 5	15 14 0	289 7 9	- - -	- - -	42 15 10	- - -	31 10 0	60 0 0
773 13 2	193 0 0	25 0 0	30 0 0	- - -	- - -	9 14 4	10 0 0	10 0 0	20 0 0
227 0 3	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	10 0 0	- - -
659 8 5	- - -	- - -	- - -	- - -	- - -	3 14 0	15 0 0	10 0 0	5 0 0
833 19 9	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0	- - -
518 17 11	132 8 6	51 13 6	176 15 3	- - -	- - -	4 8 1	10 10 0	10 10 0	42 0 0
16,490 5 6	17,235 19 2	6,262 6 7	17,286 2 11	61 1 9	183 18 3	2,259 14 3	518 11 0	1,630 8 3	3,031 14 0
131 18 0	41 17 1	22 14 9	11 1 9	- - -	- - -	24 6 2	- - -	5 0 0	8 0 0
1,109 8 10	232 13 3	9 19 0	352 1 7	- - -	- - -	180 17 3	- - -	15 15 0	55 0 0
592 5 6	130 12 0	63 0 4	254 16 5	- - -	- - -	36 19 3	- - -	20 0 0	50 0 0
1,302 1 5	258 12 4	- - -	394 0 0	- - -	- - -	62 12 4	- - -	15 0 0	40 0 0
325 0 0	(e) 100 0 0	- - -	- - -	- - -	- - -	30 16 9	- - -	6 6 0	- - -
618 11 8	65 5 0	78 19 0	125 18 2	- - -	- - -	7 11 2	- - -	25 0 0	30 0 0
441 11 8	137 14 2	23 0 6	17 15 6	- - -	- - -	35 0 1	10 0 0	25 0 0	45 0 0
1,652 13 8	339 3 10	131 5 3	489 2 4	- - -	- - -	170 3 9	- - -	10 10 0	60 0 0
199 17 0	22 4 8	16 9 0	15 4 8	- - -	- - -	5 1 2	- - -	- - -	10 0 0
607 5 0	84 19 11	11 6 6	209 17 10	- - -	- - -	33 4 4	- - -	15 15 0	50 0 0
1,112 2 4	161 4 9	113 12 3	252 6 11	- - -	- - -	107 1 7	- - -	15 15 0	60 0 0

(d) For two years.

(e) Paid to parishes.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LANCASTER —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Dryclough, Shaw, and Rochdale -	80 6 5	1,436 14 0	- - -	- - -	49 11 8	- - -	1,603 19 3
Edenfield Chapel to Little Bolton -	0 5 10	1,077 18 0	- - -	(a) 700 0 0	38 7 1	- - -	1,913 14 3
Elton and Blackburn -	- - -	515 4 3	- - -	- - -	34 4 0	- - -	600 19 2
Finnington and Chorley -	13 7 10	50 13 5	79 12 7	- - -	26 19 6	50 0 0	347 12 0
Garstang and Heiring-syke -	- - -	354 0 3	- - -	(b) 300 0 0	38 16 5	- - -	733 6 8
Hastingsden and Todmorden -	376 14 10	671 11 5	- - -	- - -	51 6 3	- - -	3,320 12 7
Hulme and Eccles -	13 0 4	187 10 3	- - -	585 10 0	29 17 1	- - -	878 16 3
Hulton -	- - -	5 0 6	- - -	- - -	14 4 10	- - -	517 11 11
Ince, Hindley, and Westhoughton -	14 7 0	100 7 7	- - -	- - -	53 15 6	- - -	467 19 2
Kirkby Kendal and Kirkby Ireleth -	- - -	108 18 0	- - -	100 0 0	19 7 0	- - -	433 1 11
Liverpool, Prescott, Ashton, and Warrington -	38 19 10	261 9 11	469 12 8	500 0 0	170 1 8	- - -	4,884 9 7
Liverpool and Preston -	1 10 0	95 4 9	- - -	- - -	27 2 5	- - -	3,446 0 5
Livesey Branch -	- - -	33 8 0	- - -	- - -	0 7 10	- - -	41 7 10
Manchester and Ashton-under- Lyne New Road -	- - -	67 4 3	47 5 0	(c) 180 1 2	8 0 9	- - -	508 2 8
Manchester and Bury New Road -	- - -	80 6 7	- - -	1,500 0 0	118 2 9	- - -	3,431 8 11
Manchester, Oldham, and Auster- lands -	66 11 0	679 19 2	- - -	1,544 9 6	125 16 3	- - -	6,767 17 0
Manchester to Rochdale, &c., Manchester District -	11 16 11	104 17 3	- - -	- - -	43 10 6	- - -	1,376 14 0
Manchester and Saltersbrook -	121 7 0	119 5 6	- - -	2,383 0 0	78 11 4	- - -	5,133 0 4
Mather Fold and Hardman's Moses Gate District -	4 14 4	21 12 4	- - -	- - -	4 9 9	- - -	31 2 1
Ditto, Ringley District -	- - -	84 15 4	- - -	250 0 0	33 14 6	- - -	1,259 6 2
Oldham and Ripponden -	- - -	215 15 3	- - -	- - -	5 19 7	- - -	457 9 8
Pendleton Roads -	0 13 4	674 16 4	- - -	- - -	23 13 9	- - -	796 13 0
Penwortham and Wrightington -	5 0 9	256 5 9	- - -	(g) 975 0 0	278 7 4	- - -	8,164 16 5
Preston and Garstang -	- - -	24 1 3	- - -	- - -	32 16 7	- - -	594 8 5
Prestwich, Bury, and Radcliffe -	47 7 5	265 17 9	3,505 0 0	(h) 800 0 0	- - -	- - -	1,215 17 9
Radcliffe -	- - -	102 7 4	255 16 0	- - -	93 16 10	- - -	4,769 13 2
Ridgill and Lanes, and Holehouse -	8 18 10	170 9 3	- - -	- - -	37 5 2	- - -	836 2 5
Rochdale, Bamsford, and Bury -	23 12 8	150 0 0	- - -	150 0 0	1 6 6	- - -	310 5 4
Rochdale and Burnley -	8 17 9	148 5 4	- - -	740 19 10	11 10 2	- - -	976 9 1
Rochdale and Edenfield -	36 15 1	954 11 11	- - -	(i) 836 0 0	54 14 6	- - -	3,604 10 6
Rochdale Lane-end to Land's-end in Heaton -	- - -	339 9 7	- - -	- - -	4 0 0	- - -	439 15 9
Rochdale and Manchester -	6 18 4	67 15 0	- - -	- - -	13 8 10	- - -	596 11 0
Sherples and Houghton -	346 13 10	197 12 5	- - -	200 0 0	(k) 194 10 10	- - -	3,265 14 2
Standedge and Oldham -	- - -	28 14 2	- - -	(m) 222 0 0	11 2 7	- - -	292 16 9
Sudden Bridge to Bury -	- - -	24 17 10	- - -	124 10 8	34 1 4	- - -	652 6 7
Ulverstone, Milnthorpe, and Lan- caster -	6 18 4	338 5 10	- - -	- - -	11 5 6	- - -	1,013 8 8
Warrington to Lower Irlam -	2 2 0	58 6 2	- - -	(n) 258 19 4	6 12 6	- - -	625 14 4
Warrington and Wigan -	7 7 5	85 6 8	- - -	- - -	6 6 5	- - -	116 10 6
Wigan and Preston, North of Yarrow -	10 5 3	533 2 5	- - -	- - -	30 18 11	- - -	608 0 7
Ditto, South of Yarrow -	- - -	766 2 8	- - -	- - -	18 13 8	- - -	809 16 4
£	2,078 17 1	17,521 18 6	6,076 14 2	16,794 14 6	2,784 19 3	50 0 0	93,776 19 8
COUNTY OF LEICESTER.							
Appleby -	- - -	- - -	- - -	- - -	4 14 10	- - -	117 14 2
Ashby-de-la-Zouch -	55 17 2	36 3 2	60 0 0	- - -	57 12 3	- - -	1,057 18 8
Bridgeford Lane and Kettering (South Part of Northern Di- vision) -	15 10 8	- - -	- - -	- - -	27 2 6	- - -	598 1 2
Burton Bridge to Market Bos- worth -	- - -	53 2 4	541 9 0	- - -	20 5 11	- - -	1,385 1 11
Destord -	16 1 10	99 19 6	- - -	- - -	- - -	- - -	253 4 1
Hinckley and Lutterworth -	7 2 0	127 5 10	- - -	(r) 200 0 0	17 9 9	- - -	664 10 11
Hinckley and Melbourne -	400 0 0	161 7 1	- - -	- - -	24 16 1	- - -	879 15 5
Hinckley and Narborough -	42 19 10	28 7 4	16 3 0	- - -	31 15 10	- - -	1,319 11 2
Hinckley and Narborough (through Sapcote) -	- - -	156 0 0	- - -	- - -	- - -	- - -	234 19 6
Leicester and Lutterworth -	25 13 4	88 10 0	- - -	(s) 200 0 0	- - -	- - -	719 6 11
Leicester and Peterborough, Lei- cester District -	44 4 11	820 5 9	2 12 6	- - -	24 0 4	- - -	1,111 4 0

(a) For debts of 1,052l. 0s. 8d.

(g) For debts of 1,000l.

(n) For debts of 266l. 7s. 10d.

(b) For debts of 506l. 9s. 8d.

(h) For debts of 1,106l. 7s. 9d.

(o) Including 9,650l. not bearing interest.

(f) Reduced by new Local Act.

(c) Including 3,576l. 6s. at 4 per cent.

(i) For debts of 850l.

(p) Not known.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20,389 18 0	5	-	16,488 5 10	-	36,878 3 10	-	-	-	-	2,010 17 2	2,010 17 2
20,940 10 5	5	-	284 12 0	-	20,325 2 5	-	-	-	260 14 7	1,158 17 9	1,419 12 4
22,545 17 5	4½ & 5	-	12,635 6 1	-	35,181 3 6	-	-	-	-	207 14 8	207 14 8
367 17 8	5	-	18 7 10	555 0 10	941 6 4	-	-	-	-	-	-
12,869 7 2	2½	16 4 11	-	-	12,885 12 1	31 11 8	-	-	-	63 3 2	94 14 10
(e) 17,973 0 0	3½	-	73 1 5	-	18,046 1 5	-	-	-	-	405 6 0	405 6 0
3,970 4 9	4	-	167 9 3	-	4,137 14 0	-	-	-	-	356 13 9	356 13 9
100 0 0	5	-	-	-	100 0 0	-	-	-	-	81 3 1	81 3 1
2,500 0 0	4	-	-	-	2,500 0 0	-	-	-	-	129 13 8	129 13 8
2,623 0 0	4	-	-	-	2,623 0 0	-	-	-	-	165 7 10	165 7 10
5,170 0 0	4½	-	-	-	5,170 0 0	-	-	-	-	200 18 10	200 18 10
2,200 0 0	(d) 4	17 0 0	-	-	2,217 0 0	-	-	-	-	342 18 2	342 18 2
835 0 0	5	-	565 2 0	-	1,400 2 0	-	-	-	-	34 2 10	34 2 10
16,633 12 1	½	187 3 11	182 7 7	-	17,003 3 7	-	-	-	-	864 18 8	864 18 8
(f) 9,592 10 0	3	-	4 7 3	-	9,596 17 3	-	-	-	-	1,319 8 0	1,319 8 0
12,456 5 6	5	190 6 4	311 8 0	-	12,957 19 10	-	-	-	-	2,466 4 4	2,466 4 4
1,400 0 0	4½	10 0 0	-	-	1,410 0 0	-	-	-	-	52 9 2	52 9 2
-	-	-	-	803 15 11	803 15 11	-	-	-	-	-	-
293 10 0	5	0 5 3	23 5 3	-	317 0 6	-	-	-	-	41 6 3	41 6 3
1,600 0 0	5	-	12 10 0	-	1,612 10 0	-	-	-	-	488 0 3	488 0 3
710 0 0	5	-	-	-	710 0 0	-	-	-	-	167 19 4	167 19 4
14,444 8 0	5	44 15 6	863 18 7	-	15,353 2 1	-	-	-	-	661 9 8	661 9 8
5,978 0 0	4	102 9 9	3 17 0	-	6,084 6 9	-	-	-	-	1,308 1 7	1,308 1 7
500 0 0	5	-	-	-	500 0 0	-	-	-	-	188 16 0	188 16 0
12,451 2 1	2	-	-	-	12,451 2 1	83 15 0	-	-	-	33 0 6	116 15 6
4,400 0 0	4	-	-	-	4,400 0 0	-	-	-	-	1,848 1 9	1,848 1 9
3,500 0 0	5	48 9 11	-	-	3,548 9 11	-	-	-	-	43 8 5	43 8 5
4,074 9 5	4	-	71 10 7	-	4,146 0 0	-	-	-	-	81 0 7	81 0 7
3,951 13 2	3	-	4 10 0	-	3,956 3 2	-	-	-	-	128 16 6	128 16 6
14,637 16 0	5	79 8 6	-	-	14,717 4 6	-	-	3 1 6	12 18 1	177 16 2	198 15 9
6,679 0 0	5	-	1,003 13 6	-	7,682 13 6	-	-	-	-	361 17 10	361 17 10
2,713 0 0	2½	-	-	34 19 2	2,747 19 2	-	-	-	-	-	-
(h) 4,270 0 0	4½	-	-	-	4,270 0 0	-	-	-	-	1,493 0 10	1,493 0 10
3,620 15 11	1½	0 5 3	244 3 10	-	3,865 5 0	-	-	-	-	465 15 9	465 15 9
626 13 0	5	106 19 9	93 4 11	-	826 17 8	-	-	-	-	566 19 10	566 19 10
6,909 10 0	5	-	-	-	6,909 10 0	-	-	-	-	143 6 5	143 6 5
(i) 11,226 13 7	3½	-	-	-	11,226 13 7	-	-	-	-	363 3 9	363 3 9
10,692 0 0	1	-	110 19 6	-	10,802 19 6	-	-	-	-	323 3 1	323 3 1
14,469 0 0	5	-	1,948 5 6	-	16,417 5 6	-	-	-	-	452 4 9	452 4 9
26,655 0 0	3	-	430 16 0	-	27,085 16 0	-	-	-	-	148 8 0	148 8 0
660 0 0	4	-	8 0 0	-	668 0 0	-	-	-	-	156 16 9	156 16 9
43,726 9 1	-	971 6 3	36,539 12 7	1,493 8 8	492,730 16 7	338 6 10	15 10 0	3 1 6	308 12 8	25,641 0 7	36,306 11 7
900 0 0	5	-	12 10 0	237 9 6	1,149 19 6	-	-	-	-	12 7 7	13 7 7
1,376 0 0	5	-	(p) -	-	1,376 0 0	-	-	-	-	28 16 5	28 16 5
1,334 10 0	5	-	342 11 7	-	1,677 1 7	142 5 9	-	-	-	177 12 9	319 18 6
2,660 0 0	(q)	-	(q) -	-	2,660 0 0	-	-	-	-	360 6 4	360 6 4
(r) 2,537 18 6	4	-	184 8 5	-	2,742 8 11	-	-	-	-	234 14 7	234 14 7
4,095 0 0	(r) 3½	-	364 12 5	-	4,459 12 5	55 13 6	-	-	-	76 2 6	131 16 0
700 0 0	5	-	25 0 0	-	725 0 0	-	-	-	-	569 14 1	569 14 1
5,202 10 0	5	-	7,409 1 8	20 1 11	12,631 13 7	-	-	-	-	-	-
1,520 0 0	5	-	-	-	1,520 0 0	-	-	-	-	116 12 10	116 12 10
4,246 13 4	4½	-	2,245 10 0	-	7,112 3 4	-	-	-	-	15 12 2	15 12 2

(d) Reduced, with consent of creditors.

(e) Including 113*l.* 0*s.* 10*d.* for watering.

(f) Half the surplus revenue paid as interest.

(g) For debts of 465*l.* 14*s.* 3*d.*(h) Including 720*l.* at 4 per cent.(i) For debts of 210*l.* 16*s.* 6*d.*(j) For a debt of 250*l.*(k) Interest payable on 872*l.* 10*s.* only.(l) For debts of 449*l.* 2*s.* 10*d.*(m) Including 500*l.* at 5 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Pariah Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF LEICESTER— <i>continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Leicester and Welford - - -	250 13 9	- - -	788 15 0	- - -	- - -	- - -	- - -	- - -
Loughborough to Ashby-de-la- Zouch, &c. - - -	170 2 1	- - -	710 0 0	- - -	- - -	0 18 0	0 6 0	- - -
Loughborough to Cavendish Bridge	2 13 2	- - -	293 0 0	- - -	- - -	- - -	- - -	- - -
Market Harborough and Coventry	383 10 10	- - -	1,267 2 5	- - -	- - -	2 7 0	10 13 10	- - -
Market Harborough and Lough- borough - - -	341 1 0	- - -	2,477 14 3	- - -	- - -	31 0 4	4 16 6	- - -
Melton Mowbray - - -	200 5 4	- - -	1,057 15 0	- - -	- - -	- - -	0 8 0	- - -
Melton Mowbray and Grantham -	- - -	42 18 8	772 19 9	- - -	- - -	- - -	0 14 6	- - -
Moirs and Gresley - - -	425 3 7	- - -	1,184 18 6	- - -	- - -	- - -	0 10 6	- - -
Pinwall Lane - - -	180 6 6	- - -	425 0 0	- - -	- - -	2 9 0	- - -	- - -
Tamworth to Harrington Bridge -	506 6 7	- - -	686 0 0	- - -	- - -	- - -	- - -	- - -
Wanlip - - -	57 9 5	- - -	33 7 6	- - -	- - -	- - -	- - -	- - -
£	4,000 8 10	333 14 2	18,025 10 10	- - -	- - -	44 0 2	174 0 2	- - -
COUNTY OF LINCOLN.								
Bourn - - -	85 9 9	- - -	428 3 4	- - -	- - -	- - -	1 0 0	- - -
Bridge End - - -	144 5 6	- - -	535 13 1	- - -	- - -	0 10 6	5 18 0	- - -
Deeping and Morcott - - -	256 10 0	- - -	879 6 8	- - -	- - -	- - -	2 6 11	- - -
Dexthorpe - - -	50 17 5	- - -	592 5 0	- - -	70 0 0	- - -	1 10 0	- - -
Donington - - -	427 6 2	- - -	1,830 0 0	- - -	- - -	1 0 0	19 11 8	- - -
Foston Bridge and Witham Com- mon - - -	101 7 9	- - -	650 15 10	- - -	- - -	1 15 0	- - -	- - -
Grantham and Nottingham, East- ern Division - - -	33 14 2	- - -	383 0 10	- - -	- - -	- - -	- - -	- - -
Holbeach - - -	919 1 7	- - -	1,380 15 10	- - -	- - -	1 0 0	6 9 6	- - -
Leadenham and Southwell, Eastern District - - -	147 1 5	- - -	393 3 3	- - -	- - -	- - -	5 11 0	- - -
Lincoln:—								
Brantson Road - - -	248 16 7	- - -	773 6 8	- - -	- - -	- - -	3 4 9	- - -
Newark Road - - -	545 10 1	- - -	263 6 8	- - -	- - -	- - -	10 17 3	- - -
Saxilby Road - - -	342 16 0	- - -	146 13 4	173 0 0	- - -	- - -	5 12 3	- - -
Sleaford Road - - -	396 7 1	- - -	650 0 0	- - -	- - -	- - -	7 1 9	- - -
Lincoln, Brigg, Barton, Caistor, and Melton - - -	109 4 8	- - -	1,639 17 10	- - -	- - -	3 0 0	- - -	- - -
Lincoln Heath to Peterborough:—								
Bourn and Spalding District -	622 16 6	- - -	505 11 8	- - -	- - -	- - -	10 11 9	- - -
Middle District - - -	- - -	15 15 3	620 5 0	- - -	- - -	- - -	8 0 0	- - -
North District - - -	90 1 3	- - -	610 18 4	266 7 7	- - -	- - -	13 9 9	- - -
North-east District - - -	- - -	86 0 5	503 1 8	- - -	- - -	- - -	4 4 0	- - -
South-east District - - -	71 5 5	- - -	328 16 5	- - -	- - -	- - -	120 0 0	- - -
West District - - -	268 2 9	- - -	483 16 8	- - -	- - -	- - -	5 8 6	- - -
Louth - - -	36 8 8	- - -	895 15 0	- - -	170 0 0	- - -	4 18 6	- - -
Scartho - - -	228 19 11	- - -	209 13 6	- - -	280 0 0	- - -	- - -	- - -
Sleaford and Tattershall - - -	53 19 10	- - -	740 6 8	184 5 11	- - -	- - -	2 0 0	- - -
Spalding Barrier Bank - - -	- - -	- - -	146 0 0	- - -	- - -	- - -	(d) 31 5 5	- - -
Spalding and Deeping - - -	344 13 11	- - -	416 2 10	399 12 4	- - -	- - -	7 6 9	- - -
Spalding and Donington - - -	206 11 7	- - -	737 13 4	- - -	- - -	- - -	3 5 9	- - -
Spilsby - - -	216 15 3	- - -	1,295 11 8	218 5 0	- - -	- - -	0 6 9	- - -
Ditto, Barton's Corner District	11 11 9	- - -	154 15 0	- - -	- - -	- - -	- - -	- - -
Swineshead and Fosdyke - - -	305 8 2	- - -	197 17 3	368 15 0	- - -	0 5 0	- - -	- - -
Wragby - - -	122 12 10	- - -	669 0 0	22 10 0	- - -	1 18 6	34 1 7	- - -
£	6,387 16 0	101 15 8	19,061 13 4	1,632 15 10	520 0 0	9 9 0	311 0 10	- - -
COUNTY OF MIDDLESEX.								
Commercial Roads - - -	7,583 10 2	- - -	13,753 7 4	- - -	- - -	- - -	8 6 0	- - -
Marylebone and Finchley (e) - -	999 9 0	- - -	1,752 10 0	- - -	- - -	- - -	0 1 0	- - -
Metropolis Roads North of the Thames (e) - - -	15,900 16 9	- - -	60,642 17 4	- - -	- - -	- - -	(f) 4,270 1 1	- - -
New North Road (i) - - -	738 3 8	- - -	723 0 0	- - -	- - -	- - -	2 0 0	- - -
Pinner and Rickmersworth - - -	379 13 11	- - -	586 10 11	- - -	- - -	- - -	16 1 0	- - -
Staines and Hampton - - -	139 15 9	- - -	53 6 8	- - -	- - -	- - -	(h) 120 17 6	- - -
Whetstone - - -	501 13 7	- - -	1,180 15 6	- - -	- - -	- - -	27 18 3	- - -
£	26,243 2 10	- - -	78,692 7 9	- - -	- - -	- - -	4,445 4 10	- - -
Archway and Kentish Town Junc- tion (Proprietary Road) - - -	338 7 3	- - -	228 4 8	- - -	- - -	- - -	50 0 0	- - -

(a) Including team labour. (b) Contract work. (c) Paid to parishes.
(f) Including 3,493*l.* 7*s.* 1*d.* rents of estates. (g) Including payments to parishes. (h) Including accountant.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
788 15 0	87 12 10	19 14 9	84 1 11	- - -	- - -	8 10 6	- - -	12 12 0	40 0 0
711 4 0	243 14 6	98 12 10	60 10 11	- - -	5 0 0	138 18 5	5 0 0	15 0 0	60 0 0
293 0 0	106 6 6	32 18 6	1 19 0	- - -	5 0 0	91 4 1	5 0 0	15 0 0	40 0 0
1,280 3 3	344 14 8	120 11 10	209 19 11	- - -	6 10 0	107 16 2	- - -	40 0 0	60 0 0
2,513 11 1	518 17 8	220 3 8	503 0 7	- - -	- - -	229 17 5	- - -	52 10 0	120 0 0
1,058 3 0	233 15 0	77 0 6	373 17 7	- - -	- - -	146 19 0	- - -	15 15 0	50 0 0
773 14 3	159 6 10	75 12 7	334 15 4	- - -	4 10 0	33 6 9	- - -	25 0 0	45 0 0
1,185 9 0	230 17 4	- - -	(a) 237 13 4	- - -	9 0 0	217 3 1	- - -	30 0 0	52 10 0
427 9 0	123 2 2	75 13 8	50 10 6	- - -	- - -	11 2 9	- - -	10 0 0	12 0 0
686 0 0	218 2 3	- - -	216 2 1	- - -	- - -	83 13 9	- - -	25 0 0	60 0 0
33 7 6	7 2 0	5 19 9	- - -	- - -	- - -	- - -	- - -	2 2 0	5 0 0
18,243 11 2	3,837 18 9	1,196 14 8	4,194 16 4	- - -	30 0 0	1,762 5 9	20 0 0	397 0 0	952 10 0
429 3 4	174 11 9	53 11 0	79 7 11	- - -	9 17 2	17 10 2	- - -	20 0 0	10 0 0
543 1 7	222 3 0	71 18 9	86 8 8	- - -	15 5 6	21 9 2	- - -	25 0 0	52 0 0
891 13 7	394 8 5	131 4 4	159 15 2	- - -	- - -	160 8 11	- - -	20 0 0	- - -
663 15 0	(b) 161 0 0	- - -	- - -	- - -	- - -	10 7 4	10 10 0	10 10 0	20 0 0
1,650 11 8	404 10 5	85 6 11	742 11 8	- - -	- - -	40 9 8	- - -	10 10 0	105 0 0
652 10 10	240 9 0	81 9 0	177 8 4	- - -	- - -	34 17 11	- - -	30 0 0	40 0 0
580 0 10	(b) 205 4 0	- - -	- - -	- - -	- - -	19 3 3	- - -	21 0 0	5 0 0
1,388 5 4	299 17 3	126 2 5	580 5 4	- - -	- - -	30 14 8	20 0 0	25 0 0	60 0 0
398 14 3	144 0 0	66 19 0	58 0 5	- - -	- - -	12 4 6	- - -	12 12 0	60 0 0
776 11 5	127 11 11	64 16 4	22 16 6	- - -	- - -	26 0 2	7 10 0	7 10 0	34 12 1
274 3 11	119 2 5	66 17 9	29 18 11	- - -	- - -	8 0 4	7 10 0	7 10 0	34 12 1
325 5 7	114 14 2	52 4 4	30 0 3	- - -	- - -	19 3 7	7 10 0	7 10 0	34 12 1
657 1 9	311 13 8	125 13 5	50 13 7	- - -	1 10 0	23 0 7	7 10 0	7 10 0	34 12 2
1,642 17 10	474 0 0	207 15 1	209 1 2	- - -	6 1 6	42 7 7	20 0 0	30 0 0	138 0 0
516 3 5	(c) 670 0 0	- - -	- - -	- - -	- - -	22 6 9	- - -	5 0 0	10 0 0
625 5 0	241 15 4	142 10 11	167 13 4	- - -	24 0 6	28 18 3	- - -	20 0 0	52 0 0
890 15 8	435 18 4	136 19 1	54 1 7	- - -	16 18 9	29 1 3	10 10 0	10 10 0	70 0 0
507 5 8	85 17 10	152 10 9	87 15 6	- - -	3 0 0	21 19 3	10 10 0	10 10 0	36 8 0
448 16 5	34 9 4	9 17 9	147 8 5	- - -	2 16 0	8 5 10	- - -	20 11 10	15 0 0
489 5 2	186 5 6	35 8 1	37 17 7	- - -	5 4 6	19 15 4	- - -	10 0 0	41 12 0
1,070 13 6	(b) 474 0 0	- - -	- - -	- - -	- - -	32 19 5	10 10 0	10 10 0	30 0 0
489 13 6	- - -	- - -	- - -	- - -	- - -	11 19 7	5 0 0	5 0 0	10 0 0
926 12 7	88 11 10	115 7 6	168 17 0	- - -	1 11 0	24 5 9	- - -	10 10 0	40 0 0
177 5 5	47 0 9	24 9 0	69 4 3	- - -	- - -	1 11 5	- - -	- - -	35 0 0
823 1 11	72 12 2	78 6 2	270 2 1	- - -	- - -	5 4 2	10 0 0	20 0 0	- - -
740 19 1	143 17 2	58 0 0	303 4 6	- - -	- - -	25 1 2	10 0 0	20 0 0	65 0 0
1,514 2 5	219 0 1	299 3 11	344 17 1	- - -	- - -	55 7 10	- - -	15 0 0	65 0 0
154 15 0	31 11 1	15 10 0	27 10 7	- - -	- - -	13 12 9	- - -	5 0 0	15 0 0
566 17 3	62 1 6	206 9 0	- - -	- - -	- - -	10 10 11	- - -	29 7 0	20 0 0
727 10 1	221 18 4	40 11 9	249 3 7	- - -	6 14 9	24 17 8	10 0 0	20 0 0	80 0 0
21,534 19 0	6,408 5 3	2,449 2 3	4,154 3 5	- - -	92 19 8	801 15 2	147 0 0	446 10 10	1,213 8 5
13,761 13 4	708 0 0	1,021 18 11	1,636 4 9	- - -	- - -	1,262 4 4	- - -	330 0 0	215 0 0
1,752 11 0	- - -	- - -	- - -	- - -	- - -	9 17 10	- - -	- - -	- - -
64,912 18 5	(g) 10,936 9 11	12,358 8 4	29,855 13 0	- - -	- - -	3,076 2 2	- - -	(h) 818 2 5	2,060 0 0
725 0 0	(c) 379 8 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
602 11 11	95 8 0	111 6 0	37 14 1	- - -	- - -	22 7 5	20 0 0	20 0 0	40 0 0
174 4 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
1,208 13 9	428 7 4	207 4 5	298 12 8	- - -	25 10 4	30 12 7	- - -	60 0 0	100 0 0
83,137 12 7	12,547 13 3	13,698 17 8	31,828 4 6	- - -	25 10 4	4,401 4 4	20 0 0	1,243 2 5	2,415 0 0
278 4 8	44 3 9	26 0 0	45 1 6	- - -	- - -	23 0 6	- - -	21 0 0	35 0 0

(Continued on page 44.)

(d) From South Holland Drainage Fund. (e) For the year ending 25th March 1860.
(f) From 25th March to 1st November 1859, when the Act ceased. (h) From the sale of toll-house, &c., the collection of toll having ceased.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF LEICESTER— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Leicester and Welford - - -	23 10 6	377 7 1	- - -	- - -	30 1 8	- - -	692 11 3
Loughborough to Ashby-de-la- Zouch, &c. - - -	1 11 6	125 3 11	- - -	- - -	0 4 4	- - -	753 16 5
Loughborough to Cavendish Bridge - - -	- - -	- - -	- - -	- - -	0 1 0	- - -	297 9 1
Market Harborough and Coventry - - -	14 8 2	143 13 8	- - -	- - -	75 5 5	- - -	1,122 19 10
Market Harborough and Lough- borough - - -	72 0 8	317 4 10	- - -	330 0 0	79 10 5	- - -	2,443 5 3
Melton Mowbray - - -	37 2 8	18 11 5	- - -	- - -	42 6 11	- - -	995 8 1
Melton Mowbray and Grantham - - -	- - -	100 2 5	10 0 0	- - -	8 19 9	- - -	796 13 8
Moirs and Gresley - - -	20 10 0	46 15 0	- - -	336 0 0	9 3 4	- - -	1,079 12 1
Pinwall Lane - - -	- - -	50 1 10	- - -	- - -	9 19 3	- - -	342 10 2
Tanworth to Harrington Bridge - - -	- - -	125 12 10	- - -	- - -	16 5 8	- - -	744 16 7
Wanlip - - -	7 4 0	- - -	- - -	- - -	- - -	- - -	27 7 9
£	782 17 3	2,377 14 0	630 4 6	966 0 0	498 17 3	- - -	17,646 18 6
COUNTY OF LINCOLN.							
Bourn - - -	- - -	- - -	- - -	- - -	6 11 10	- - -	371 9 10
Bridge End - - -	5 17 0	21 13 4	- - -	- - -	19 0 6	- - -	540 15 11
Deeping and Morcott - - -	- - -	- - -	- - -	- - -	18 15 7	- - -	884 12 5
Dexthorpe - - -	4 18 0	166 11 7	- - -	(a) 200 0 0	23 3 0	70 0 0	676 19 1
Donington - - -	19 17 10	273 7 4	- - -	(b) 405 0 0	13 7 2	- - -	2,100 1 6
Foston Bridge and Witham Com- mon - - -	- - -	- - -	- - -	- - -	6 17 8	- - -	611 1 11
Grantham and Nottingham, East- ern Division - - -	9 8 0	137 9 3	- - -	- - -	5 9 0	- - -	402 13 6
Holbeach - - -	3 1 6	105 9 7	- - -	- - -	19 4 2	- - -	1,249 14 11
Leadenham and Southwell, East- ern District - - -	10 19 6	- - -	- - -	- - -	6 19 6	- - -	371 14 11
Lincoln :-							
Branston Road - - -	- - -	182 9 6	- - -	294 0 0	17 0 4	- - -	784 6 10
Newark Road - - -	- - -	- - -	- - -	- - -	1 11 3	- - -	275 2 9
Saxilby Road - - -	- - -	54 15 2	- - -	- - -	3 3 3	- - -	333 12 10
Sleaford Road - - -	- - -	- - -	- - -	- - -	1 11 3	- - -	563 14 8
Lincoln, Brigg, Barton, Caistor, and Melton - - -	- - -	160 11 1	- - -	- - -	31 8 3	- - -	1,319 4 8
Lincoln Heath to Peterborough :-							
Bourn and Spalding District - - -	- - -	- - -	- - -	- - -	10 15 8	- - -	718 2 5
Middle District - - -	- - -	3 4 0	- - -	- - -	5 18 7	- - -	685 0 11
North District - - -	49 6 8	73 13 8	- - -	- - -	- - -	- - -	886 18 4
North-east District - - -	17 15 8	- - -	- - -	- - -	10 13 9	- - -	437 0 9
South-east District - - -	52 14 8	165 3 0	- - -	- - -	3 18 1	- - -	460 4 11
West District - - -	- - -	2 18 7	- - -	75 0 0	10 10 5	- - -	434 12 0
Louth - - -	5 10 6	238 15 11	20 0 0	- - -	5 6 0	170 0 0	995 11 10
Seartho - - -	- - -	81 13 11	- - -	(d) 200 0 0	1 17 6	280 0 0	595 11 0
Sleaford and Tattershall - - -	27 15 4	196 1 10	- - -	- - -	17 15 7	- - -	690 15 10
Spalding Barrier Bank - - -	- - -	- - -	- - -	- - -	- - -	- - -	177 5 5
Spalding and Deeping - - -	6 0 0	168 13 4	- - -	- - -	11 10 10	- - -	642 8 9
Spalding and Donington - - -	- - -	47 10 0	- - -	- - -	8 5 8	- - -	680 18 6
Spilsby - - -	136 2 4	317 15 8	- - -	- - -	1 10 0	- - -	1,433 16 11
Ditto, Burton's Corner District - - -	27 6 1	- - -	- - -	- - -	- - -	- - -	136 10 6
Swineshead and Fosdyke - - -	- - -	114 16 0	- - -	(e) 300 0 0	- - -	- - -	743 4 5
Wragby - - -	- - -	70 12 0	- - -	- - -	7 5 7	- - -	731 3 8
£	374 13 1	2,582 3 9	20 0 0	1,474 0 0	269 10 5	520 0 0	20,953 12 3
COUNTY OF MIDDLESEX.							
Commercial Roads - - -	36 18 4	4,466 0 11	- - -	(f) 5,452 7 0	114 10 9	- - -	15,243 5 0
Marylebone and Finchley (g) - - -	15 15 4	729 1 0	- - -	(h) 623 12 6	14 3 0	- - -	1,392 9 8
Metropolis Roads North of the Thames (g) - - -	460 7 1	- - -	506 8 3	- - -	4,197 16 2	- - -	64,269 7 4
New North Road (i) - - -	9 11 4	- - -	- - -	768 17 2	18 16 4	- - -	1,176 12 10
Pinner and Rickmersworth - - -	104 13 9	107 14 0	- - -	- - -	8 1 6	- - -	567 4 9
Staines and Hampton - - -	3 3 0	- - -	- - -	(j) 287 10 0	8 6 11	- - -	313 19 11
Wheatstone - - -	30 0 10	- - -	- - -	- - -	22 9 1	- - -	1,202 17 3
£	660 9 8	5,302 15 11	506 8 3	7,132 6 8	4,384 3 9	- - -	84,163 16 9
Archway and Kentish Town Junction (Proprietary Road) - - -	- - -	67 13 0	- - -	- - -	3 1 2	- - -	364 19 11

(a) For a debt of 205*l*.

(g) For the year ending 23th March 1860.

(b) For debts of 450*l*.(h) For debts of 1,000*l*.(c) Reduced 316*l*. by payment from Western Division.

(i) From 25th March to 1st November 1859, when the Act ceased.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Rounded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,612 8 6	3½	- - -	392 16 0	- - -	6,005 4 6	- - -	- - -	- - -	- - -	346 17 6	346 17 6
3,184 1 8	5	- - -	167 9 7	- - -	3,341 11 3	- - -	- - -	- - -	- - -	127 9 8	127 9 8
- - -	-	- - -	- - -	1 15 11	1 15 11	- - -	- - -	- - -	- - -	- - -	- - -
6,037 12 4	3	- - -	662 5 6	- - -	6,699 17 10	- - -	- - -	- - -	- - -	540 14 3	540 14 3
6,263 5 4	5	- - -	22 10 0	- - -	6,285 15 4	- - -	- - -	- - -	- - -	411 6 10	411 6 10
350 0 0	5	- - -	2 10 0	- - -	352 10 0	- - -	- - -	- - -	- - -	263 0 3	263 0 3
2,010 0 0	5	- - -	- - -	65 18 1	2,075 18 1	- - -	- - -	- - -	- - -	- - -	- - -
1,232 0 0	5	- - -	312 14 0	- - -	1,534 14 0	- - -	- - -	- - -	- - -	531 0 6	531 0 6
1,037 0 0	5	- - -	4 19 2	- - -	1,041 19 2	- - -	- - -	- - -	- - -	265 5 4	265 5 4
3,095 10 0	5	- - -	383 17 8	- - -	3,429 7 8	232 0 0	- - -	- - -	- - -	447 10 0	679 10 0
1,966 1 0	4½	- - -	2,877 1 8	- - -	3,443 2 8	- - -	- - -	- - -	- - -	63 9 2	63 9 2
55,090 10 8	- -	- - -	14,849 17 8	325 5 5	70,265 13 9	429 19 3	- - -	- - -	- - -	4,588 12 9	5,018 12 0
150 0 0	4	- - -	287 1 9	- - -	437 1 9	- - -	- - -	- - -	- - -	143 3 3	143 3 3
433 6 8	5	- - -	- - -	- - -	433 6 8	- - -	- - -	- - -	- - -	145 11 2	145 11 2
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	253 11 2	253 11 2
3,641 0 0	4½	- - -	- - -	- - -	3,641 0 0	- - -	- - -	- - -	- - -	37 12 6	37 12 6
6,300 0 0	4	- - -	91 15 9	- - -	6,391 15 9	18 6 8	- - -	5 10 6	- - -	177 16 10	201 14 0
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	142 16 8	142 16 8
3,862 5 0	3	- - -	- - -	- - -	3,862 5 0	- - -	- - -	- - -	- - -	14 1 6	14 1 6
2,075 0 0	5	- - -	- - -	- - -	2,075 0 0	- - -	- - -	6 0 0	- - -	1,037 12 0	1,043 12 0
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	14 0 0	- - -	174 0 9	188 0 9
3,700 0 0	4½	- - -	21 17 2	- - -	3,721 17 2	- - -	- - -	- - -	- - -	241 1 2	241 1 2
1,031 5 0	4	- - -	10 10 5	- - -	1,041 15 5	- - -	- - -	- - -	- - -	544 11 3	544 11 3
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	344 8 9	344 8 9
3,344 6 8	5	- - -	97 6 4	- - -	3,441 13 0	- - -	24 0 0	- - -	- - -	432 17 10	456 17 10
110 0 0	4	- - -	45 4 3	- - -	155 4 3	- - -	- - -	- - -	- - -	420 17 6	420 17 6
1,775 0 0	4½	- - -	199 12 5	75 11 2	2,050 3 7	- - -	- - -	- - -	- - -	- - -	- - -
1,700 0 0	4½	- - -	- - -	15 15 6	1,700 0 0	- - -	- - -	- - -	- - -	93 18 7	93 18 7
- - -	-	- - -	- - -	- - -	15 15 6	- - -	- - -	- - -	13 13 4	13 13 4	13 13 4
4,130 0 0	4	- - -	- - -	- - -	4,130 0 0	- - -	- - -	- - -	- - -	59 16 11	59 16 11
80 8 9	4	- - -	20 9 1	- - -	108 17 10	- - -	- - -	- - -	- - -	332 15 11	332 15 11
4,775 19 0	5	- - -	- - -	- - -	4,775 19 0	- - -	- - -	- - -	- - -	111 10 4	111 10 4
4,014 10 4	2	- - -	- - -	- - -	4,014 10 4	- - -	- - -	- - -	- - -	123 2 5	123 2 5
6,150 0 0	5	- - -	40 8 5	- - -	6,190 8 5	- - -	- - -	- - -	- - -	289 16 7	289 16 7
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4,718 15 0	4½	- - -	1,528 5 1	- - -	6,247 0 1	- - -	- - -	- - -	- - -	525 7 1	525 7 1
950 0 0	5	- - -	- - -	- - -	950 0 0	- - -	- - -	- - -	- - -	266 12 2	266 12 2
2,650 0 0	4	377 12 6	182 11 6	- - -	3,210 4 0	- - -	- - -	- - -	- - -	277 0 9	277 0 9
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	30 16 3	30 16 3
4,195 0 0	2½	- - -	- - -	- - -	4,195 0 0	- - -	- - -	- - -	- - -	129 1 0	129 1 0
1,575 0 0	4	- - -	150 0 0	- - -	1,725 0 0	- - -	- - -	- - -	- - -	118 19 3	118 19 3
69,369 16 5	- -	377 12 6	2,675 2 2	91 6 8	69,513 17 9	18 6 8	24 0 0	25 10 6	13 13 4	6,958 13 9	7,040 4 3
97,710 0 0	5	- - -	2,351 14 11	- - -	90,061 14 11	606 5 8	- - -	- - -	- - -	6,101 18 6	6,708 4 2
24,941 14 4	3	2,791 0 5	294 0 0	- - -	27,926 14 9	- - -	- - -	- - -	- - -	1,359 10 4	1,359 10 4
- - -	-	9,000 0 0	- - -	- - -	9,000 0 0	- - -	- - -	- - -	- - -	16,544 7 10	16,544 7 10
2,400 0 0	5	- - -	130 0 0	- - -	2,530 0 0	- - -	- - -	- - -	- - -	(A) 286 10 10	286 10 10
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	415 1 1	415 1 1
- - -	-	234 16 10	- - -	- - -	234 16 10	- - -	- - -	- - -	- - -	507 10 1	507 10 1
114,951 14 4	- -	12,035 17 3	2,775 14 11	- - -	129,753 6 8	606 5 8	- - -	- - -	- - -	25,214 18 8	25,821 4 4
21,974 15 3	(m)	8 16 0	105 0 0	- - -	22,083 11 3	- - -	- - -	- - -	- - -	351 12 0	351 12 0

(d) For debts of 220*l.* 4*s.* 6*d.*

(A) This sum remains in the bank unclaimed.

(e) For a debt of 430*l.*

(f) For the debt of 500*l.*

(f) For debts of 6,089*l.* 14*s.* 10*d.*

(m) Not to exceed 5 per cent.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Abercarne - - -	300 3 4	- - -	450 0 0	30 0 0	- - -	- - -	- - -	- - -
Abergavenny - - -	838 2 9	- - -	2,850 9 1	- - -	- - -	1 0 0	- - -	- - -
Ditto, New Road - - -	4 1 10	- - -	236 13 6	- - -	- - -	- - -	13 6 6	- - -
Bigswear - - -	334 5 4	- - -	461 0 0	- - -	- - -	- - -	- - -	- - -
Caerleon - - -	94 9 8	- - -	518 7 0	- - -	- - -	- - -	12 9 4	- - -
Chepstow - - -	313 2 5	- - -	1,478 10 3	- - -	- - -	0 2 6	10 14 6	- - -
Chepstow and Abergavenny, Shirenewton Branch - - -	45 5 4	- - -	228 11 0	- - -	- - -	- - -	- - -	- - -
Monmouth - - -	- - -	70 4 0	1,634 4 5	488 11 0	- - -	- - -	- - -	- - -
Newport - - -	472 11 10	- - -	2,930 0 0	- - -	- - -	- - -	87 10 0	- - -
Pontypool - - -	48 4 8	- - -	595 12 5	- - -	- - -	- - -	5 12 0	- - -
Usk District - - -	185 9 11	- - -	744 12 9	- - -	- - -	- - -	- - -	- - -
£	2,635 17 1	70 4 0	12,128 0 5	518 11 0	- - -	1 2 6	129 12 4	- - -
COUNTY OF NORFOLK.								
Aylsham and Cromer - - -	1,385 15 10	- - -	716 13 4	- - -	- - -	- - -	26 11 6	- - -
Downham and Fincham - - -	52 13 5	- - -	77 5 0	- - -	- - -	- - -	2 6 10	- - -
Ely to Downham ("The North District") - - -	66 6 5	- - -	662 0 0	- - -	- - -	- - -	0 19 0	- - -
Lynn, East Gate - - -	298 1 1	- - -	1,604 10 0	- - -	- - -	0 6 0	2 19 1	- - -
Lynn, South Gate - - -	208 9 11	- - -	1,015 10 0	- - -	- - -	- - -	- - -	- - -
Lynn and Wisbech - - -	141 10 0	- - -	1,654 16 8	- - -	- - -	- - -	28 18 9	- - -
New Buckenham - - -	71 6 5	- - -	273 19 8	- - -	- - -	- - -	- - -	- - -
North Walsham - - -	126 13 5	- - -	363 17 4	- - -	- - -	- - -	2 1 6	- - -
Norwich and Fakenham - - -	70 8 8	- - -	589 6 8	- - -	- - -	- - -	25 18 11	- - -
Norwich and Scole - - -	106 0 8	- - -	305 11 5	- - -	- - -	3 0 0	0 15 0	- - -
Norwich, Swaffham, and Mattishall - - -	781 11 6	- - -	770 15 0	- - -	- - -	- - -	9 3 7	- - -
Norwich and Watton - - -	170 16 8	- - -	378 12 0	- - -	- - -	- - -	- - -	- - -
Norwich and Yarmouth - - -	132 13 10	- - -	450 0 0	- - -	- - -	- - -	2 18 5	- - -
Stoke Ferry - - -	341 4 0	- - -	479 0 0	- - -	- - -	- - -	3 12 10	- - -
Thetford - - -	2,179 14 8	- - -	296 15 9	- - -	- - -	- - -	65 13 9	- - -
Wells and Fakenham - - -	568 17 8	- - -	513 0 0	- - -	- - -	- - -	5 10 7	- - -
Yarmouth and Acle - - -	- - -	129 14 1	226 19 11	- - -	- - -	- - -	11 0 0	- - -
£	6,702 4 2	129 14 1	10,378 12 9	- - -	- - -	3 6 0	188 9 9	- - -
COUNTY OF NORTHAMPTON.								
Banbury and Lutterworth Road:—								
Banbury to Drayton - - -	381 5 9	- - -	943 17 2	- - -	- - -	- - -	- - -	- - -
Lutterworth to Badby - - -	163 17 6	- - -	458 15 6	- - -	- - -	- - -	15 12 1	- - -
Brackley Roads, Consolidated - - -	283 17 0	- - -	1,580 0 0	- - -	- - -	- - -	- - -	- - -
Buckingham and Hanwell, Lower Division - - -	231 1 1	- - -	685 1 7	- - -	- - -	- - -	- - -	- - -
Crowland and Eye - - -	- - -	- - -	106 0 0	- - -	- - -	- - -	- - -	- - -
Dunchurch - - -	486 5 6	- - -	695 0 0	- - -	- - -	- - -	1 8 0	- - -
Hardingstone to Old Stratford - - -	28 15 8	- - -	684 13 4	- - -	- - -	- - -	1 1 0	- - -
Higham Ferrers - - -	326 3 9	- - -	319 0 0	142 12 6	- - -	- - -	40 7 0	- - -
Kettering and Newport Pagnell - - -	846 2 10	- - -	1,024 0 0	257 10 0	- - -	- - -	20 0 0	- - -
Kettering and Northampton - - -	93 2 9	- - -	737 16 8	190 2 0	- - -	- - -	- - -	- - -
Lincoln, South District - - -	536 1 9	- - -	441 0 0	6 13 4	- - -	- - -	- - -	- - -
Little Bowden and Rockingham - - -	445 3 3	- - -	322 6 8	135 10 0	- - -	0 4 0	- - -	- - -
Market Harborough and Brampton - - -	833 3 7	- - -	1,780 0 0	- - -	- - -	- - -	16 18 0	- - -
Market Harborough and Welford - - -	426 17 0	- - -	1,413 17 6	- - -	- - -	- - -	78 12 0	- - -
Northampton and Cold Brayfield - - -	9 8 6	- - -	538 16 8	- - -	- - -	- - -	- - -	- - -
Northampton to Newport Pagnell - - -	- - -	26 4 7	530 6 8	- - -	- - -	- - -	28 0 0	- - -
Old Stratford to Dunchurch - - -	135 15 0	- - -	1,481 10 4	- - -	- - -	- - -	9 9 6	- - -
Oundle and Middleton Lane - - -	100 0 5	- - -	301 11 8	79 7 10	- - -	- - -	3 13 0	- - -
Peterborough and Wellingborough and Elton Branch - - -	224 7 1	- - -	1,157 6 8	- - -	- - -	- - -	18 11 8	- - -
Ditto, Clapton Branch - - -	80 2 6	- - -	59 0 0	60 6 7	- - -	- - -	- - -	- - -
Stamford and Kettering - - -	252 5 0	- - -	889 10 0	136 9 5	- - -	- - -	18 18 6	- - -
Thorney Road - - -	274 14 8	- - -	350 15 0	- - -	- - -	- - -	- - -	- - -
Towcester and Cotton End - - -	7 7 10	- - -	964 0 0	- - -	- - -	- - -	9 12 6	- - -
Wansford Road - - -	99 17 9	- - -	406 13 7	- - -	- - -	- - -	- - -	- - -
Wansford and Stamford - - -	89 8 1	- - -	305 6 8	- - -	- - -	- - -	0 10 0	- - -
Warwick and Northampton - - -	141 2 6	- - -	1,485 10 0	- - -	- - -	- - -	70 10 2	- - -
Wellingborough and Northampton - - -	223 16 0	- - -	545 0 0	- - -	- - -	- - -	0 2 0	- - -
£	6,720 2 7	26 4 7	20,106 15 8	1,008 11 8	- - -	0 4 0	333 5 5	- - -

(a) Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
480 0 0	(a)368 19 8	- - -	- - -	- - -	- - -	12 7 11	- - -	8 5 0	50 0 0
2,851 9 1	920 15 6	537 11 3	216 19 4	- - -	19 10 0	92 12 6	- - -	50 0 0	150 0 0
250 0 0	44 18 4	31 10 7	11 13 6	- - -	- - -	- - -	- - -	- - -	- - -
461 0 0	42 0 5	11 19 0	2 0 0	- - -	- - -	20 4 3	- - -	10 0 0	7 10 0
530 16 4	101 1 0	76 17 6	110 14 0	2 0 0	- - -	14 7 7	- - -	5 0 0	40 0 0
1,489 7 3	475 9 11	138 6 8	43 2 8	- - -	3 17 8	93 12 11	10 10 0	30 0 0	80 0 0
228 11 0	106 11 1	80 15 10	- - -	- - -	5 3 9	12 5 7	10 0 0	10 0 0	15 0 0
2,122 15 5	361 1 9	157 9 6	65 1 2	- - -	6 0 2	11 11 9	- - -	32 10 0	105 0 0
3,017 10 0	699 13 3	666 7 10	248 8 2	- - -	- - -	24 2 2	- - -	20 0 0	150 0 0
601 4 5	246 14 9	106 2 0	3 15 4	- - -	- - -	42 0 7	- - -	15 0 0	- - -
744 12 9	280 0 0	51 18 4	20 0 3	- - -	8 2 6	22 15 5	20 0 0	21 0 0	72 10 0
12,777 6 3	3,647 5 8	1,808 18 6	721 14 5	2 0 0	42 14 1	346 0 8	40 0 0	201 15 0	670 0 0
743 4 10	212 2 3	194 15 0	20 16 6	- - -	- - -	73 6 5	- - -	40 0 0	40 0 0
79 11 10	- - -	- - -	- - -	- - -	- - -	2 4 5	- - -	10 0 0	- - -
662 19 0	16 0 0	27 11 9	49 10 11	- - -	- - -	4 12 8	- - -	20 0 0	20 0 0
1,607 15 1	218 15 0	356 7 10	246 13 0	- - -	34 3 4	25 13 9	2 2 0	30 2 6	58 0 0
1,015 10 0	247 5 4	199 2 9	139 8 2	- - -	19 12 2	37 19 5	2 2 0	30 17 8	92 0 0
1,683 15 5	377 7 2	485 4 1	545 5 1	- - -	8 16 3	51 5 7	- - -	31 17 6	100 0 0
273 19 8	85 8 8	47 8 6	57 15 2	- - -	- - -	21 4 1	- - -	21 0 0	26 5 0
363 18 10	71 0 2	36 18 11	5 2 0	- - -	3 5 10	10 9 1	- - -	20 0 0	25 0 0
615 5 7	162 1 10	37 13 11	114 18 11	- - -	1 7 6	19 1 11	10 10 0	20 0 0	40 0 0
309 6 5	44 0 11	50 8 8	39 12 3	- - -	- - -	9 9 5	- - -	16 16 0	40 0 0
779 18 7	243 11 6	15 18 0	251 5 3	- - -	- - -	31 6 6	- - -	20 0 0	52 0 0
378 12 0	173 17 8	35 8 6	189 5 1	- - -	- - -	14 14 9	- - -	30 0 0	35 0 0
452 18 5	152 19 10	97 17 1	39 5 9	- - -	- - -	83 8 4	- - -	20 0 0	35 0 0
482 12 10	69 14 10	60 16 4	54 1 2	- - -	- - -	14 6 1	5 5 0	26 7 6	30 0 0
362 9 6	108 14 1	47 19 0	18 4 5	- - -	- - -	32 0 9	- - -	20 0 0	25 0 0
518 10 7	69 7 2	- - -	38 19 3	- - -	- - -	19 6 4	- - -	29 3 4	- - -
237 19 11	29 1 8	19 5 0	43 6 0	- - -	- - -	4 11 6	- - -	- - -	10 0 0
10,570 8 6	2,281 8 1	1,712 15 4	1,853 8 11	- - -	67 5 1	424 19 0	19 19 0	386 4 4	628 5 0
943 17 2	276 11 4	107 17 7	193 12 8	- - -	10 7 0	60 15 10	- - -	- - -	55 0 0
474 7 7	191 11 5	69 19 9	124 12 7	- - -	- - -	33 7 0	- - -	10 10 0	30 0 0
1,580 0 0	606 18 4	225 0 5	128 0 4	10 0 0	- - -	56 13 6	10 0 0	50 0 0	60 0 0
655 1 7	221 7 4	126 19 6	232 17 11	- - -	5 1 11	19 7 1	- - -	- - -	60 0 0
106 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 0 0
696 8 0	109 19 0	66 14 5	141 14 1	- - -	- - -	21 6 3	- - -	15 0 0	45 0 0
685 14 4	218 15 10	96 6 7	92 17 3	- - -	2 2 0	23 11 7	10 0 0	20 0 0	30 0 0
301 19 6	(b)300 0 0	- - -	- - -	- - -	- - -	- - -	15 0 0	12 12 0	10 0 0
1,301 10 0	284 0 7	137 7 10	122 2 11	- - -	8 3 0	61 13 8	20 0 0	20 0 0	50 0 0
927 18 8	170 2 2	114 19 2	153 6 5	- - -	17 2 6	38 18 3	- - -	- - -	70 0 0
447 13 4	119 19 2	203 8 10	116 7 8	- - -	- - -	5 14 7	6 6 0	10 10 0	40 0 0
358 0 8	49 18 4	43 4 3	126 10 3	- - -	2 10 0	6 0 10	- - -	- - -	45 0 0
1,796 18 0	464 3 1	430 9 4	240 5 6	- - -	12 10 0	35 13 5	10 10 0	- - -	150 0 0
1,492 9 6	530 13 7	169 15 2	290 10 8	- - -	7 15 0	110 0 7	- - -	12 12 0	120 0 0
338 16 8	222 19 10	67 0 6	53 9 9	- - -	18 4 6	19 11 11	10 0 0	- - -	35 0 0
558 6 8	121 2 6	88 10 11	276 8 1	- - -	14 9 0	34 18 1	10 0 0	30 0 0	50 0 0
1,490 19 10	276 0 10	94 17 7	339 6 11	- - -	- - -	93 13 9	- - -	25 0 0	100 0 0
384 12 6	170 1 3	50 4 10	3 9 0	- - -	16 16 2	20 4 2	6 6 0	- - -	35 0 0
1,175 18 4	385 17 1	177 17 5	89 1 10	- - -	42 6 9	33 10 3	10 10 0	- - -	101 0 0
119 6 7	(a)60 6 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14 0 0
1,044 17 11	269 14 8	109 13 9	109 14 6	- - -	15 17 7	68 3 2	- - -	- - -	50 0 0
350 15 0	65 17 0	52 19 3	250 5 0	- - -	- - -	21 18 10	- - -	8 0 0	21 0 0
973 12 6	130 16 10	46 18 8	411 10 1	- - -	- - -	- - -	- - -	38 12 3	60 0 0
406 13 7	92 14 2	118 6 6	73 5 2	- - -	- - -	3 10 8	4 4 0	5 5 0	20 0 0
305 16 8	65 4 8	14 18 10	33 12 4	- - -	- - -	14 6 8	- - -	20 0 0	39 0 0
1,536 0 2	392 11 3	151 8 9	410 3 6	- - -	- - -	88 10 10	65 0 0	26 5 0	80 0 0
545 2 0	138 12 7	75 12 8	131 3 0	- - -	5 16 8	13 12 5	15 0 0	25 5 0	- - -
21,448 16 9	5,935 19 5	2,835 7 6	4,144 7 5	10 0 0	179 2 1	885 3 4	197 16 0	334 11 3	1,372 0 0

(b) Contract work.

(Continued on page 48.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Abercarne - - - - -	- - -	252 1 0	- - -	- - -	29 16 0	- - -	721 9 7
Abergavenny - - - - -	- - -	726 4 1	- - -	- - -	81 3 10	- - -	2,794 16 6
Ditto, New Road - - -	- - -	157 6 7	- - -	- - -	10 14 6	- - -	256 3 6
Bigswear - - - - -	7 3 8	371 10 0	- - -	- - -	10 3 7	- - -	682 10 11
Caerleon - - - - -	- - -	167 9 8	- - -	- - -	44 14 1	- - -	562 3 10
Chepstow - - - - -	35 1 5	57 17 8	- - -	500 0 0	7 13 10	- - -	1,475 12 9
Chepstow and Abergavenny, Shirenewton Branch - -	- - -	- - -	- - -	- - -	1 13 7	- - -	191 9 10
Monmouth - - - - -	4 17 2	266 4 7	- - -	(d) 665 10 0	30 7 10	- - -	1,705 13 11
Newport - - - - -	11 18 6	280 15 9	214 14 10	695 0 0	(f) 90 12 3	- - -	3,101 12 9
Pontypool - - - - -	- - -	40 0 0	- - -	- - -	2 5 2	- - -	455 17 10
Usk District - - - - -	- - -	131 3 4	- - -	- - -	32 13 2	- - -	660 3 6
£	59 0 9	2,650 12 8	214 14 10	1,860 10 0	341 17 10	- - -	12,607 14 5
COUNTY OF NORFOLK.							
Aylsham and Cromer - - -	5 10 2	5 0 0	- - -	- - -	88 0 4	- - -	679 10 8
Downham and Fincham - -	5 18 3	62 10 0	- - -	- - -	8 10 6	- - -	89 3 7
Ely to Downham ("The North District") - - - - -	- - -	107 1 2	- - -	(i) 400 15 8	16 10 8	- - -	662 2 10
Lynn, East Gate - - - - -	- - -	86 0 0	- - -	450 0 0	6 10 5	- - -	1,514 7 10
Lynn, South Gate - - - - -	- - -	104 10 0	- - -	150 0 0	49 16 1	- - -	1,072 13 5
Lynn and Wisbech - - - - -	- - -	- - -	- - -	- - -	44 12 10	- - -	1,644 6 6
New Buckenham - - - - -	0 5 0	- - -	- - -	- - -	2 13 3	- - -	261 19 8
North Walsham - - - - -	- - -	80 10 0	- - -	- - -	1 10 0	- - -	233 16 0
Norwich and Fakenham - -	2 1 0	204 0 0	- - -	- - -	3 17 2	- - -	615 12 3
Norwich and Scole - - - - -	13 2 3	20 0 0	- - -	- - -	11 9 5	- - -	244 19 4
Norwich, Swaffham, and Mattishall	16 3 7	- - -	32 0 0	- - -	2 9 0	- - -	664 13 10
Norwich and Watton - - - -	- - -	- - -	- - -	- - -	0 5 0	- - -	478 11 0
Norwich and Yarmouth - - -	- - -	20 0 0	- - -	- - -	18 3 5	- - -	436 14 5
Stoke Ferry - - - - -	- - -	86 5 5	- - -	(h) 190 0 0	23 13 9	- - -	560 10 1
Thetford - - - - -	0 5 0	- - -	- - -	- - -	74 14 6	- - -	326 17 9
Wells and Fakenham - - - -	- - -	187 2 1	- - -	(m) 196 0 0	8 0 0	- - -	547 18 2
Yarmouth and Acle - - - - -	31 10 0	65 18 0	- - -	- - -	4 11 6	- - -	208 3 8
£	74 16 1	1,028 16 8	32 0 0	1,386 15 8	365 7 10	- - -	10,262 1 0
COUNTY OF NORTHAMPTON.							
Banbury and Lutterworth Road :—							
Banbury to Drayton - - -	87 7 7	- - -	- - -	- - -	13 4 6	- - -	804 16 6
Lutterworth to Radby - - -	13 14 8	- - -	- - -	- - -	1 13 10	- - -	475 9 3
Brackley Roads, Consolidated -	- - -	- - -	567 10 0	- - -	6 0 9	- - -	1,730 3 4
Buckingham and Hanwell, Lower Division - - - - -	10 15 0	- - -	40 0 0	- - -	5 6 0	- - -	721 14 9
Crowland and Eye - - - - -	36 8 7	- - -	- - -	- - -	5 4 0	- - -	55 12 7
Dunchurch - - - - -	28 6 10	13 19 3	- - -	300 0 0	20 17 10	- - -	762 17 8
Hardingstone to Old Stratford -	- - -	156 12 0	- - -	- - -	11 9 0	- - -	661 14 3
Higham Ferrers - - - - -	- - -	73 15 10	- - -	92 10 0	29 14 1	- - -	533 11 11
Kettering and Newport Pagnell -	28 12 0	228 1 6	59 8 7	(p) 170 0 0	9 16 0	- - -	1,199 6 1
Kettering and Northampton - -	31 12 10	58 1 7	- - -	(q) 228 0 0	7 15 8	- - -	889 18 7
Lincoln, South District - - -	6 14 6	- - -	- - -	- - -	19 17 8	- - -	528 18 5
Little Bowden and Rockingham -	12 4 11	106 8 0	- - -	- - -	12 14 6	- - -	404 11 1
Market Harborough and Brampton -	32 7 3	502 12 2	- - -	- - -	70 4 5	- - -	1,948 15 1
Market Harborough and Welford -	48 0 2	- - -	- - -	- - -	21 1 6	- - -	1,310 8 8
Northampton and Cold Brayfield -	30 10 8	- - -	- - -	- - -	14 12 4	- - -	471 9 6
Northampton to Newport Pagnell -	2 10 0	- - -	- - -	- - -	4 5 6	- - -	632 4 1
Old Stratford to Dunchurch - -	49 5 3	516 0 0	- - -	- - -	16 6 6	- - -	1,510 10 10
Oundle and Middleton Lane - -	27 5 3	37 10 0	- - -	- - -	2 16 0	- - -	369 1 3
Peterborough and Wellingborough and Elton Branch - - - -	17 11 0	103 15 6	- - -	200 0 0	7 4 6	- - -	1,168 14 4
Ditto, Clapton Branch - - -	- - -	- - -	- - -	- - -	- - -	- - -	74 8 7
Stamford and Kettering - - - -	38 16 2	37 9 9	- - -	(*) 250 0 0	16 18 5	- - -	966 8 0
Thorney Road - - - - -	0 7 4	54 7 0	- - -	100 0 0	4 0 0	- - -	528 14 5
Towcester and Cotton End - - -	- - -	- - -	143 0 0	- - -	130 7 3	- - -	961 0 1
Wansford Road - - - - -	5 14 0	44 8 8	- - -	- - -	9 3 1	- - -	371 11 3
Wansford and Stamford - - - -	- - -	15 8 10	- - -	- - -	21 13 3	- - -	224 4 7
Warwick and Northampton - - -	22 1 2	2 10 0	199 6 5	50 0 0	39 12 0	- - -	1,527 8 11
Wellingborough and Northampton	- - -	36 12 10	- - -	- - -	17 7 2	- - -	459 2 4
£	532 5 1	1,987 12 11	1,009 5 0	1,390 10 0	519 5 9	- - -	21,333 5 9

(a) Including 2,000*l.* at 4 per cent.(b) Including 200*l.* at 5 per cent.(c) Exclusive of interest upon 3,130*l.* subscriptions.

(g) Exclusive of Rumney Bridge debt.

(h) Including 400*l.* at 5 per cent.(i) For debts of 524*l.* 9*s.* 2*d.*

(n) Large arrears.

(o) Interest postponed.

(p) For debts of 200*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,721 15 3	5	-	3,804 7 9	-	7,526 3 0	-	-	-	-	58 13 9	58 13 9
(a) 16,760 0 0	5	-	1,818 7 7	-	18,578 7 7	-	-	-	-	894 15 4	894 15 4
3,270 0 0	5	-	247 17 3	2 1 8	3,519 18 11	-	-	-	-	-	-
11,723 0 0	3½	-	-	-	11,723 0 0	-	-	-	-	112 14 5	112 14 5
3,200 0 0	4 & 5	-	7 16 8	-	3,207 16 8	-	-	-	-	63 2 2	63 2 2
(b) 897 0 0	4	-	27 8 1	-	924 8 1	389 0 0	-	-	-	326 16 11	715 16 11
5,730 0 0	4 & 5	-	(c) 1,801 0 0	-	7,531 0 0	-	-	-	-	82 6 6	82 6 6
(e) 10,906 0 0	4	-	100 0 0	-	11,006 0 0	-	-	-	-	346 17 6	346 17 6
(f) 4,675 0 0	5	-	181 9 5	-	4,856 9 5	-	-	-	-	388 9 1	388 9 1
1,900 0 0	5	59 15 9	52 18 10	-	2,012 14 7	-	-	-	-	193 11 3	193 11 3
(h) 2,510 7 2	4	-	-	-	2,510 7 2	-	-	-	-	269 19 8	269 19 8
65,393 2 5	-	59 15 9	8,131 5 7	2 1 8	73,486 5 5	389 0 0	-	-	-	2,737 6 7	3,126 6 7
100 0 0	5	83 19 2	5 0 0	-	188 19 2	-	-	6 0 0	-	1,449 10 0	1,455 10 0
2,500 0 0	5	-	1,312 10 0	-	4,312 10 0	-	-	-	-	43 1 8	43 1 8
3,830 1 10	2½	-	-	-	3,830 1 10	-	-	-	-	67 2 7	67 2 7
1,900 0 0	4	-	-	-	1,900 0 0	-	-	-	-	391 8 4	391 8 4
(i) 2,250 0 0	4	-	-	-	2,250 0 0	-	-	-	-	151 6 6	151 6 6
-	-	-	-	-	-	-	-	-	-	180 18 11	180 18 11
-	-	-	-	-	-	-	-	-	-	83 6 5	83 6 5
2,500 0 0	3½	-	109 0 0	-	2,609 0 0	-	-	-	-	238 16 3	238 16 3
5,100 0 0	4	-	102 0 0	-	5,202 0 0	-	-	-	-	70 2 0	70 2 0
500 0 0	4	-	-	-	500 0 0	-	-	-	-	170 7 9	170 7 9
-	-	-	-	-	-	-	-	-	-	896 16 3	896 16 3
-	-	-	-	-	-	-	-	-	-	70 17 8	70 17 8
500 0 0	4	-	-	-	500 0 0	-	-	-	-	148 17 10	148 17 10
2,275 0 0	4	-	218 0 0	-	2,493 0 0	-	-	-	-	263 6 9	263 6 9
-	-	-	-	-	-	-	-	-	-	2,215 6 5	2,215 6 5
9,100 0 0	2	-	-	-	9,100 0 0	-	-	-	-	539 10 1	539 10 1
9,967 13 7	5	-	(n) -	99 17 10	9,967 11 5	-	-	-	-	-	-
40,422 15 5	-	83 19 2	2,246 10 0	99 17 10	42,853 2 5	-	-	6 0 0	-	0,980 15 5	6,080 15 5
-	-	-	-	-	-	-	-	-	-	520 6 5	520 6 5
-	-	-	-	-	-	-	-	-	-	162 15 10	162 15 10
4,050 0 0	none	-	-	-	4,050 0 0	-	-	4 0 0	-	143 13 8	147 13 8
-	-	-	-	-	-	-	-	-	-	194 7 11	194 7 11
2,300 0 0	(o) 2½	-	-	-	2,300 0 0	-	-	-	-	50 7 5	50 7 5
3,660 0 0	4½	-	2,976 18 6	-	6,636 18 6	-	-	-	-	419 15 10	419 15 10
2,553 0 0	3	-	-	-	2,553 0 0	-	-	-	-	52 15 9	52 15 9
6,900 0 0	3½	-	241 10 0	-	7,141 10 0	-	-	-	-	294 11 4	294 11 4
1,746 5 0	3	-	-	-	1,746 5 0	-	-	-	-	948 6 9	948 6 9
-	-	-	-	-	-	-	-	-	-	131 2 10	131 2 10
2,728 0 0	3	-	126 4 0	-	2,854 4 0	-	-	-	-	454 16 8	454 16 8
12,691 0 0	4 & 5	75 9 5	105 11 3	-	12,872 0 8	-	-	-	-	398 12 10	398 12 10
3,860 0 0	1	-	83 12 0	-	3,951 12 0	-	-	-	-	681 6 6	681 6 6
-	-	-	-	-	-	-	-	-	-	608 17 10	608 17 10
(p) 5,600 0 0	4	-	(r) -	100 2 0	5,600 0 0	-	-	28 0 0	-	76 15 8	76 15 8
1,650 0 0	2½	-	11 5 0	-	1,661 5 0	-	-	-	-	28 0 0	28 0 0
2,900 0 0	3½	-	-	-	2,900 0 0	18 13 4	-	-	-	116 4 0	116 4 0
600 0 0	none	-	-	-	600 0 0	-	-	-	-	115 0 3	115 0 3
1,585 16 0	2½	-	-	-	1,585 16 0	-	-	-	-	231 11 1	250 4 5
1,000 0 0	5	-	-	-	1,000 0 0	-	-	-	-	125 2 6	125 2 6
4,869 0 0	5	-	14,337 3 0	-	19,206 3 0	-	-	-	-	330 14 11	330 14 11
1,323 6 11	3 & 4½	-	-	-	1,323 6 8	-	-	-	-	46 15 1	46 15 1
450 0 0	4	-	1 17 10	-	451 17 10	-	-	-	-	20 0 3	20 0 3
700 0 0	5	-	51 0 0	-	751 0 0	-	-	-	16 2 5	135 0 1	135 0 1
61,176 7 8	-	75 9 5	17,935 1 7	100 2 0	79,287 0 8	18 13 4	-	32 0 0	16 2 5	171 0 2	171 0 2
-	-	-	-	-	-	-	-	-	-	169 13 9	169 13 9
-	-	-	-	-	-	-	-	-	-	309 15 8	309 15 8

(d) For debts of 600l.

(e) Including 806l. at 4½ per cent.

(f) Including Rumney Bridge annuity.

(h) Including 600l. at 5 per cent.

(i) For a debt of 200l.

(m) For debts of 500l.

(g) For debts of 300l.

(r) Also 11,160l. 7s. 8d. and large arrears of interest due for improvements.

(s) For a debt of 264l. 4s.

1. NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF NORTHUMBER- LAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alemouth and Hexham, Eastern District	191 8 6	- - -	620 0 0	- - -	- - -	- - -	28 5 0	- - -
Ditto, Western District	278 19 2	- - -	307 1 10	- - -	- - -	0 9 0	42 0 0	- - -
Allendale	19 16 11	- - -	1,737 10 4	101 15 0	- - -	1 15 6	19 6 5	- - -
Alnwick and Eglington	34 8 9	- - -	278 13 4	- - -	- - -	0 10 0	- - -	- - -
Berwick, Norham, and Islandshires	1,031 5 5	- - -	3,250 6 6	- - -	- - -	0 14 9	24 5 0	- - -
Cow Cawsey and Buckton Burn	449 16 10	- - -	1,281 0 0	- - -	- - -	- - -	81 12 10	- - -
Elsdon and Reedwater	- - -	19 11 8	181 0 0	- - -	- - -	0 1 0	17 10 0	- - -
Ford and Lowick	- - -	1,036 9 0	1,157 13 11	- - -	- - -	- - -	7 2 9	- - -
Hexham	329 15 6	- - -	456 0 0	227 11 6	- - -	1 13 6	71 2 1	- - -
Newcastle-upon-Tyne to Carlisle	- - -	19 7 2	676 3 6	52 7 2	85 10 2	0 2 6	4 1 0	- - -
North Shields and Newcastle- upon-Tyne	1 5 4	- - -	807 0 0	- - -	- - -	- - -	0 3 0	- - -
Ditto, Shields Branch	- - -	- - -	150 0 0	- - -	- - -	- - -	- - -	- - -
Ponteland	13 6 1	- - -	1,119 0 0	- - -	- - -	- - -	85 3 4	- - -
Shields and Morpeth	3 14 7	- - -	694 18 9	- - -	- - -	- - -	13 10 0	- - -
Wooler and Adderstone	35 10 5	- - -	224 8 9	24 19 6	- - -	- - -	- - -	- - -
Wooler and Breamish	- - -	619 3 11	1,076 17 6	143 12 0	- - -	- - -	- - -	- - -
£	2,389 7 6	1,694 11 9	14,017 14 5	550 5 2	85 10 2	5 6 3	394 1 5	- - -
COUNTY OF NOTTINGHAM.								
Bawtry and Scrooby	347 6 4	- - -	691 13 4	- - -	- - -	0 2 0	12 3 3	- - -
Bingham	182 17 4	- - -	255 0 0	38 12 6	- - -	- - -	0 10 0	- - -
Clown and Budby	434 11 3	- - -	52 0 0	- - -	- - -	- - -	51 18 3	- - -
Dunham Ferry	118 13 7	- - -	87 13 4	- - -	- - -	- - -	3 0 0	- - -
Foston Bridge to Little Drayton	2,974 3 0	- - -	633 15 0	- - -	- - -	- - -	135 10 0	- - -
Hockerton and Kirklington	232 16 9	- - -	213 0 0	- - -	217 5 7	- - -	4 1 0	- - -
Kirkby and Pinxton	75 2 5	- - -	105 0 0	- - -	- - -	- - -	- - -	- - -
Leadenham and Southwell, Western District	35 2 5	- - -	373 3 0	- - -	- - -	- - -	25 16 9	- - -
Mansfield and Tibshelf	258 4 8	- - -	603 0 0	- - -	- - -	- - -	0 12 0	- - -
Mansfield to Worksop	490 17 1	- - -	704 11 4	- - -	- - -	0 5 0	- - -	- - -
Nottingham and Derby, Eastern Division	- - -	134 18 9	800 0 0	- - -	- - -	- - -	- - -	- - -
Nottingham and Grantham, Western Division	3 5 6	- - -	726 0 0	- - -	- - -	- - -	- - -	- - -
Nottingham and Ilkeston	13 18 9	- - -	856 0 0	- - -	- - -	- - -	- - -	- - -
Nottingham and Kettering, Northern District	834 12 5	- - -	345 0 0	- - -	- - -	- - -	26 8 10	- - -
Nottingham and Loughborough	308 6 6	- - -	848 17 0	- - -	22 10 0	- - -	7 0 0	- - -
Nottingham and Mansfield	289 3 6	- - -	1,170 0 0	- - -	- - -	0 5 0	6 0 0	- - -
Nottingham and Newhaven, First District	602 6 10	- - -	2,830 0 0	- - -	- - -	- - -	26 6 11	- - -
Retford and Gainsborough	162 3 1	- - -	540 0 0	96 5 0	- - -	0 2 0	4 17 6	- - -
Retford and Littleborough	- - -	2,880 12 0	248 19 0	93 5 1	- - -	- - -	17 17 6	- - -
Worksop to Kelham	479 1 0	- - -	519 11 1	175 19 4	- - -	4 18 8	- - -	- - -
Worksop to Retford	109 18 8	- - -	353 15 0	- - -	- - -	0 14 6	- - -	- - -
£	7,952 11 1	3,015 10 9	12,956 18 1	404 1 11	239 15 7	6 7 2	322 2 0	- - -
COUNTY OF OXFORD.								
Asthall and Buckland	3 1 7	- - -	293 0 0	56 9 4	107 10 0	- - -	- - -	- - -
Aylesbury, Thame, Oxford, and Shillingford	274 3 0	- - -	1,386 0 0	- - -	- - -	0 6 0	15 0 0	- - -
Banbury, Brilles, and Barcheston	149 11 9	- - -	776 3 8	- - -	- - -	- - -	- - -	- - -
Barrington and Campsfield	206 16 4	- - -	696 15 0	40 0 0	- - -	- - -	- - -	- - -
Bicester, Aynho, and Fimmere	351 7 4	- - -	516 0 0	- - -	- - -	- - -	- - -	- - -
Botley and Newland	846 19 3	- - -	1,558 6 8	- - -	- - -	- - -	- - -	- - -
Burford, Chipping Norton, Ban- bury, and Aynho	231 3 5	- - -	1,376 15 1	33 10 0	- - -	- - -	- - -	- - -
Charlbury Roads	359 15 8	- - -	462 3 4	107 2 0	- - -	- - -	- - -	- - -
Deddington and Kidlington	- - -	284 3 2	551 0 0	246 7 9	- - -	- - -	- - -	- - -
Drayton Lane to Edgehill	29 8 6	- - -	252 3 7	71 3 3	- - -	- - -	- - -	- - -
Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington	584 4 4	- - -	790 0 0	- - -	- - -	- - -	- - -	- - -
Faringdon and Burford	43 13 1	- - -	269 0 0	- - -	- - -	0 0 9	- - -	- - -
Galley Hill and Clanfield Cross	- - -	127 4 9	180 0 0	38 18 0	53 8 0	- - -	- - -	- - -
Gosford Road	308 2 9	- - -	157 2 4	- - -	- - -	- - -	4 9 4	- - -

(a) Contract work.

(b) Including allowance to parishes.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	18.		19.
TOTAL	Manual	Team Labour and	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	Carriage of	for	purchased.	done	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
648 5 0	137 12 11	201 4 3	184 5 1	- - -	2 14 0	19 0 10	25 0 0	20 0 0	- - -
349 10 10	(a) 291 10 3	- - -	- - -	- - -	6 5 3	12 12 11	- - -	20 0 0	45 0 0
1,860 7 3	286 6 6	200 9 7	170 13 7	- - -	8 10 6	15 17 9	30 0 0	30 0 0	60 0 0
279 3 4	(a) 160 10 8	- - -	- - -	- - -	- - -	5 14 5	4 0 0	- - -	- - -
3,273 6 8	316 16 7	- - -	759 15 5	- - -	107 17 9	302 16 3	60 0 0	50 0 0	113 8 7
1,362 12 10	386 7 9	444 13 3	255 9 8	- - -	26 16 10	34 10 8	30 0 0	50 0 0	100 0 0
198 11 0	48 14 0	12 12 0	69 12 3	- - -	0 8 0	5 1 2	- - -	20 0 0	- - -
1,164 16 8	268 9 6	141 2 0	190 15 2	- - -	29 6 3	13 11 2	- - -	20 0 0	60 0 0
756 7 1	350 10 5	112 7 4	9 18 5	- - -	2 5 0	27 5 8	10 0 0	20 0 0	50 0 0
818 4 4	256 10 11	62 13 8	113 0 9	- - -	10 18 0	25 4 1	20 0 0	20 0 0	46 19 0
807 3 0	193 2 5	78 16 1	97 15 8	- - -	- - -	25 3 5	- - -	15 0 0	- - -
150 0 0	9 9 4	11 4 0	20 0 0	- - -	- - -	- - -	- - -	- - -	- - -
1,904 3 4	378 7 5	135 16 6	100 13 11	- - -	2 15 0	4 9 7	- - -	- - -	75 0 0
708 8 9	326 9 0	212 14 5	77 18 2	- - -	- - -	25 6 4	- - -	20 0 0	48 0 0
249 8 3	66 4 2	34 17 4	54 19 8	- - -	6 0 0	9 3 1	20 0 0	12 10 0	20 0 0
1,220 9 6	262 0 11	100 6 6	134 13 1	- - -	1 0 0	32 8 2	25 0 0	12 10 0	70 0 0
15,052 17 5	3,739 2 9	1,748 16 11	2,239 10 10	- - -	204 16 7	558 5 6	224 0 0	310 0 0	688 7 7
703 18 7	149 15 7	4 8 11	71 8 9	- - -	- - -	23 10 10	- - -	20 0 0	25 0 0
294 2 6	117 1 8	- - -	32 3 10	- - -	- - -	19 0 5	- - -	25 0 0	40 0 0
103 18 3	0 15 6	- - -	- - -	- - -	- - -	5 15 9	- - -	2 2 0	5 0 0
90 13 4	36 16 4	6 17 9	18 8 4	- - -	- - -	6 12 3	- - -	10 0 0	10 0 0
769 5 0	364 17 3	63 8 2	52 1 10	- - -	- - -	47 17 9	- - -	60 0 0	70 0 0
434 6 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	20 0 0
183 0 0	- - -	- - -	16 0 0	- - -	- - -	- - -	- - -	10 10 2	- - -
398 19 9	114 5 6	148 4 3	105 13 11	- - -	- - -	36 4 4	2 14 11	12 12 0	45 0 0
603 12 0	220 15 1	89 0 0	48 0 9	- - -	- - -	1 16 0	10 0 0	15 0 0	37 1 0
704 16 4	72 7 4	21 12 6	53 17 5	- - -	- - -	14 14 3	- - -	45 18 8	30 0 0
800 0 0	(a) 350 0 0	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	20 0 0
726 0 0	(a) 234 16 0	- - -	- - -	- - -	- - -	5 2 0	- - -	21 0 0	5 0 0
656 0 0	(b) 185 14 6	6 0 5	39 10 9	- - -	- - -	5 14 10	- - -	21 0 0	10 0 0
371 8 10	(a) 253 0 0	- - -	- - -	- - -	- - -	8 19 6	- - -	21 0 0	16 0 0
878 7 0	115 5 10	4 6 0	54 15 6	- - -	- - -	18 18 4	- - -	- - -	30 0 0
1,176 5 0	(a) 380 0 0	- - -	- - -	- - -	- - -	17 0 6	- - -	21 0 0	35 0 0
2,856 6 11	(a) 920 0 0	- - -	- - -	- - -	- - -	26 17 6	- - -	40 0 0	50 0 0
641 4 6	(a) 195 0 0	- - -	- - -	- - -	24 12 0	13 13 9	- - -	20 0 0	- - -
360 1 7	61 18 0	20 2 9	14 8 9	- - -	- - -	- - -	- - -	10 3 10	10 0 0
700 9 1	81 1 2	34 0 2	65 15 5	- - -	- - -	23 9 3	- - -	43 6 2	63 0 0
334 9 6	29 17 7	15 18 9	46 19 4	- - -	- - -	16 15 10	- - -	23 6 8	32 10 0
13,929 4 9	3,883 7 4	413 19 8	619 4 7	- - -	24 12 0	292 3 1	12 14 11	447 19 6	553 11 0
456 19 4	144 7 1	- - -	- - -	- - -	2 6 10	58 8 5	- - -	15 0 0	30 0 0
1,401 6 0	317 0 0	- - -	(c) 536 18 9	- - -	- - -	73 9 2	10 0 0	25 0 0	60 0 0
776 3 8	179 19 0	87 5 1	191 17 0	- - -	15 13 10	27 19 9	- - -	21 0 0	50 0 0
736 13 0	(a) 465 7 0	- - -	1 2 0	- - -	- - -	55 15 2	10 0 0	- - -	50 0 0
516 0 0	233 10 2	68 10 5	21 8 5	- - -	- - -	18 10 2	5 5 0	25 0 0	20 0 0
1,358 6 8	(a) 630 0 0	- - -	- - -	- - -	22 0 0	62 17 9	- - -	21 10 0	- - -
1,410 5 1	594 4 4	273 0 1	123 4 8	- - -	38 6 7	76 4 11	- - -	22 2 0	105 0 0
349 5 4	187 12 8	45 0 0	7 17 10	- - -	- - -	20 1 3	10 0 0	- - -	20 0 0
797 7 9	240 8 10	126 11 9	105 11 3	- - -	- - -	3 18 9	- - -	25 0 0	50 0 0
323 6 10	171 11 7	154 19 9	- - -	- - -	10 13 2	5 3 11	- - -	10 0 0	20 0 0
790 0 0	(d) 414 7 4	- - -	- - -	- - -	4 14 3	30 5 1	5 5 0	25 0 0	40 0 0
269 0 9	39 2 6	17 11 3	35 7 6	- - -	0 10 9	11 18 8	10 0 0	21 0 0	- - -
272 6 0	99 0 2	1 3 0	- - -	- - -	1 10 0	18 7 5	5 0 0	15 0 0	30 0 0
161 11 8	59 12 6	24 16 0	- - -	- - -	1 13 4	12 13 10	- - -	12 12 0	20 16 0

(c) Including team labour and payments to parishes.

(d) Including materials, &c.

(Continued on page 52.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF NORTHUMBER- LAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alemouth and Hexham, Eastern District	- - -	- - -	- - -	- - -	26 5 3	- - -	616 2 4
Ditto, Western District	- - -	- - -	14 14 5	- - -	3 19 5	- - -	394 2 -
Allendale	- - -	28 16 6	- - -	950 0 0	26 3 0	- - -	1,006 17 -
Alnwick and Eglingham	0 7 0	- - -	19 7 6	- - -	12 8 6	- - -	202 8 1
Berwick, Norham, and Islandshires	23 8 2	1,490 10 4	- - -	- - -	44 9 6	- - -	3,209 2 7
Cow Cawsey and Buckton Burn	6 18 0	41 13 4	- - -	- - -	93 1 11	- - -	1,469 11 -
Elsdon and Reedwater	3 5 9	24 0 0	- - -	- - -	12 8 6	- - -	196 1 8
Ford and Lowick	- - -	229 1 10	14 8 6	- - -	61 12 2	- - -	1,028 6 7
Hexham	- - -	40 3 2	- - -	100 0 0	2 8 1	- - -	734 18 1
Newcastle-upon-Tyne to Carlisle	9 5 0	72 16 3	- - -	100 0 0	10 9 4	85 10 2	833 7 2
North Shields and Newcastle- upon-Tyne	- - -	397 10 9	- - -	- - -	1 0 0	- - -	808 8 4
Ditto, Shields Branch	- - -	109 6 8	- - -	- - -	- - -	- - -	150 0 0
Ponteland	- - -	434 8 0	- - -	- - -	7 6 10	- - -	1,138 17 3
Shields and Morpeth	- - -	- - -	- - -	- - -	- - -	- - -	710 7 11
Wooler and Adderstone	2 10 10	- - -	- - -	- - -	16 1 0	- - -	242 6 1
Wooler and Breamish	57 17 7	289 2 5	- - -	- - -	30 1 11	- - -	1,015 0 7
£	103 12 4	3,097 9 3	48 10 5	1,150 0 0	347 15 5	85 10 2	14,545 17 9
COUNTY OF NOTTINGHAM.							
Bawtry and Serooby	9 18 0	85 11 8	- - -	392 0 0	14 11 0	- - -	796 4 9
Bingham	1 6 8	- - -	- - -	- - -	10 14 7	- - -	245 7 2
Clown and Budby	12 11 1	176 11 1	- - -	- - -	2 4 4	- - -	304 19 9
Dunham Ferry	2 4 8	- - -	- - -	- - -	5 7 0	- - -	96 6 4
Easton Bridge to Little Drayton	13 13 2	- - -	- - -	- - -	34 6 10	- - -	706 5 0
Hockerton and Kirklington	4 8 4	48 1 6	- - -	(f)240 0 0	19 3 0	217 5 7	533 18 5
Kirkby and Pinxton	- - -	88 10 0	- - -	- - -	3 10 0	- - -	118 10 2
Lendenham and Southwell, Western District	4 2 3	- - -	- - -	- - -	5 6 2	- - -	474 3 4
Mansfield and Tibshelf	- - -	169 0 0	- - -	- - -	14 9 10	- - -	605 2 8
Mansfield to Worksop	- - -	203 0 7	- - -	(g)200 0 0	4 1 4	- - -	643 12 1
Nottingham and Derby, Eastern Division	14 17 4	65 11 1	53 13 6	100 0 0	67 8 8	- - -	662 10 7
Nottingham and Grantham, Western Division	11 3 4	145 4 6	- - -	(h)300 0 0	8 1 9	- - -	730 7 7
Nottingham and Ilkeston	15 18 6	207 16 2	- - -	(i)349 6 0	10 1 6	- - -	851 2 8
Nottingham and Kettering, Northern District	8 10 10	- - -	- - -	- - -	11 6 0	- - -	318 16 4
Nottingham and Loughborough	13 1 6	351 0 2	- - -	(f)336 0 0	13 9 8	22 10 0	959 7 0
Nottingham and Mansfield	13 14 0	327 3 6	- - -	(h)290 0 0	18 3 6	- - -	1,102 1 6
Nottingham and Newhaven, First District	- - -	322 6 8	74 5 1	(m)1,935 0 0	22 7 6	- - -	3,460 16 9
Retford and Gainsborough	- - -	359 17 4	- - -	(n)116 0 0	8 14 10	- - -	737 17 11
Retford and Littleborough	3 5 8	28 0 0	- - -	50 0 0	15 14 9	- - -	213 13 9
Worksop to Kelham	- - -	424 3 4	- - -	- - -	10 3 0	- - -	744 18 6
Worksop to Retford	- - -	162 19 3	- - -	- - -	4 18 2	- - -	333 5 7
£	128 15 4	3,164 16 10	127 18 7	4,308 6 0	374 3 5	239 15 7	14,591 7 10
COUNTY OF OXFORD.							
Asthall and Buckland	- - -	30 0 0	- - -	- - -	0 10 0	107 10 0	388 2 4
Aylesbury, Thame, Oxford, and Shillingford	- - -	198 0 0	18 17 6	197 10 0	26 3 0	- - -	1,462 18 3
Banbury, Brailes, and Barcheston	- - -	131 10 6	- - -	- - -	10 14 11	- - -	716 0 1
Barrington and Campsfield	54 3 0	10 0 0	- - -	- - -	0 1 3	- - -	646 8 5
Bicester, Aynho, and Finmere	- - -	124 15 0	- - -	(p)222 0 0	7 11 6	- - -	746 10 8
Botley and Newland	- - -	546 18 2	- - -	- - -	19 16 8	- - -	1,303 2 7
Burford, Chipping Norton, Ban- bury, and Aynho	43 12 10	18 0 0	13 0 0	- - -	16 6 8	- - -	1,393 3 1
Charlbury Roads	35 12 1	81 14 4	6 0 0	(q)280 0 0	21 0 4	- - -	714 18 6
Deddington and Kidlington	- - -	68 3 8	- - -	100 0 0	25 7 0	- - -	745 1 3
Drayton Lane to Edgehill	- - -	- - -	- - -	- - -	6 8 11	- - -	378 17 4
Easton, Heyford Bridge, Bicester, Weston, and Kirtlington	6 7 6	137 6 2	- - -	(l)228 17 0	1 9 6	- - -	893 12 3
Faringdon and Burford	- - -	127 17 2	- - -	- - -	11 1 9	- - -	274 9 7
Galley Hill and Clanfield Cross	- - -	21 18 0	- - -	- - -	0 10 0	53 8 0	245 16 7
Gosford Road	9 6 10	- - -	- - -	- - -	1 2 6	- - -	142 13 0

(a) Including 15,500*l.* not bearing interest. (b) Including 547*l.* 5*s.* at 3 per cent., and 3,875*l.* not bearing interest.
(f) For debts of 400*l.* (g) For a debt of 224*l.* (h) For debts of 316*l.* on Eastern Division.
(n) For debts of 133*l.* 6*s.* 8*d.* (o) For a portion of a year. (p) For debts of 255*l.*

(Continued from page 51.)

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Inter- est per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers, 31st Dec. 1859.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands, 31st Dec. 1859.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	223 11 2	223 11 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	234 7 9	234 7 9
15,700 0 0	4½	- - -	- - -	- - -	15,700 0 0	- - -	- - -	- - -	- - -	73 6 9	73 6 9
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	111 4 0	111 4 0
28,183 0 0	5	- - -	703 19 6	- - -	28,886 19 6	15 14 0	- - -	- - -	896 7 0	1,097 9 1	2,009 10 1
900 0 0	5	- - -	- - -	17 2 4	900 0 0	- - -	- - -	- - -	- - -	342 18 3	342 18 3
600 0 0	4	- - -	- - -	- - -	617 2 4	- - -	- - -	- - -	- - -	- - -	- - -
4,349 0 0	5	50 0 0	691 16 0	899 18 11	5,990 14 11	- - -	- - -	- - -	- - -	- - -	- - -
5,922 5 0	1½	- - -	- - -	- - -	5,922 5 0	- - -	- - -	- - -	- - -	361 4 6	361 4 6
1,400 0 0	5	- - -	- - -	34 10 0	1,434 10 0	36 5 0	- - -	- - -	- - -	- - -	36 5 0
5,778 15 11	4½ & 5	- - -	(d) 194 19 9	- - -	5,973 15 8	- - -	- - -	- - -	- - -	- - -	- - -
2,401 5 0	4½ & 5	- - -	193 9 10	- - -	2,594 14 10	- - -	- - -	- - -	- - -	- - -	- - -
15,060 0 0	4	- - -	178 0 0	- - -	15,238 0 0	201 0 0	- - -	- - -	455 7 11	78 12 2	735 0 1
6,610 0 0	none	- - -	- - -	- - -	6,610 0 0	- - -	- - -	- - -	- - -	1 15 5	1 15 5
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	42 12 7	42 12 7
6,000 0 0	4	- - -	250 5 8	413 15 0	6,664 0 8	- - -	- - -	- - -	230 0 9	- - -	230 0 9
92,904 5 11	- - -	50 0 0	2,212 10 9	1,365 6 3	96,532 2 11	252 19 0	- - -	- - -	1,581 15 8	2,567 1 8	4,401 16 4
2,000 0 0	4	- - -	- - -	- - -	2,000 0 0	- - -	- - -	- - -	- - -	255 0 2	255 0 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	74 14 10	231 12 8	306 7 6
7,510 18 9	5	- - -	7,940 2 11	- - -	15,751 1 8	105 10 0	- - -	- - -	- - -	333 9 9	438 19 9
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	113 0 7	113 0 7
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,037 3 0	3,037 3 0
2,090 0 0	2	- - -	- - -	- - -	2,090 0 0	- - -	- - -	- - -	- - -	113 4 11	113 4 11
885 0 0	5	- - -	2,035 15 0	- - -	2,920 15 0	10 0 0	- - -	- - -	105 0 0	61 12 3	176 12 3
- - -	- - -	- - -	- - -	40 1 2	40 1 2	55 0 0	- - -	- - -	- - -	- - -	55 0 0
3,380 0 0	5	- - -	5,174 0 0	- - -	8,554 0 0	- - -	- - -	- - -	- - -	256 14 0	256 14 0
3,059 10 0	4	88 19 6	162 1 3	- - -	5,310 10 9	1 13 4	- - -	- - -	- - -	550 1 4	551 14 8
1,550 0 0	4	- - -	- - -	27 9 4	1,577 9 4	- - -	- - -	- - -	- - -	- - -	- - -
4,808 10 0	3	- - -	- - -	1 2 1	4,809 12 1	- - -	- - -	- - -	- - -	- - -	- - -
6,430 7 8	3	- - -	- - -	- - -	6,430 7 8	- - -	- - -	- - -	- - -	18 10 1	18 16 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	887 4 11	887 4 11
10,800 0 0	3½	8 18 9	- - -	- - -	10,808 18 9	- - -	- - -	- - -	- - -	227 6 6	227 6 6
7,800 0 0	4	- - -	- - -	- - -	7,800 0 0	- - -	- - -	- - -	- - -	363 7 0	363 7 0
6,577 0 8	4	- - -	- - -	2 3 0	6,579 3 8	- - -	- - -	- - -	- - -	- - -	- - -
8,966 13 4	4	- - -	- - -	- - -	8,966 13 4	- - -	54 5 0	- - -	- - -	65 9 8	119 14 8
650 0 0	4	- - -	- - -	2,734 4 2	3,384 4 2	- - -	- - -	- - -	- - -	- - -	- - -
9,651 0 0	5	114 8 1	507 15 0	- - -	9,273 3 1	22 0 0	9 15 10	- - -	- - -	434 11 7	466 7 5
4,970 0 0	4	50 7 0	273 9 1	- - -	5,293 16 1	- - -	- - -	- - -	- - -	131 2 7	131 2 7
92,429 0 5	- - -	262 13 4	16,093 3 3	2,804 19 9	101,589 16 9	194 3 4	64 0 10	- - -	179 14 10	7,079 17 0	7,517 16 0
1,500 0 0	2	- - -	30 0 0	- - -	1,530 0 0	- - -	- - -	- - -	- - -	71 18 7	71 18 7
4,200 0 0	4½	- - -	(e) 141 15 0	- - -	4,341 15 0	- - -	- - -	12 0 0	12 0 0	212 10 7	236 10 7
4,384 0 0	3	- - -	120 11 4	- - -	4,504 11 4	- - -	- - -	- - -	23 8 4	209 15 4	233 3 8
200 0 0	5	120 6 0	6 10 11	- - -	326 16 11	35 18 4	40 0 0	- - -	- - -	297 2 11	373 1 3
2,115 0 0	5	- - -	105 15 0	- - -	2,220 15 0	- - -	- - -	- - -	- - -	120 16 8	120 16 8
11,600 0 0	5	- - -	532 0 10	- - -	12,132 0 10	- - -	- - -	- - -	- - -	1,102 3 4	1,102 3 4
400 0 0	4½	- - -	- - -	- - -	400 0 0	- - -	- - -	- - -	- - -	318 6 6	318 6 6
4,012 10 0	2½	- - -	29 19 9	- - -	4,042 9 9	146 10 0	- - -	- - -	4 0 6	214 5 6	364 16 0
(r) 1,300 0 0	4½	- - -	54 10 0	231 16 8	1,486 6 8	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	26 2 0	26 2 0	- - -	- - -	- - -	- - -	- - -	- - -
4,277 0 0	3	- - -	- - -	- - -	4,277 0 0	- - -	- - -	- - -	- - -	480 12 1	480 12 1
2,150 0 0	5	9 14 4	32 13 8	- - -	2,192 8 0	- - -	- - -	- - -	- - -	38 4 3	38 4 3
730 0 0	3	- - -	- - -	100 15 4	830 15 4	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	327 1 5	327 1 5

(c) Mis-stated in former return.

(d) Mis-stated in the last return.

(e) Including 2,000l. at 5 per cent.

(i) For debts of 393l. 13s. 9d.

(k) Unknown.

(l) For debts of 300l.

(m) For debts of 1,954l. 3s. 4d.

(g) For debts of 475l.

(r) Including 100l. at 5 per cent.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME					9. Amount of Money borrowed on the Security of the Toll.
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.			
COUNTY OF OXFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Henley and Dorchester - -	878 16 8	- - -	1,260 10 0	- - -	- - -	0 7 0	3 8 6	- - -		
St. Clements - - - -	991 15 5	- - -	735 0 0	- - -	- - -	- - -	- - -	- - -		
Stokenchurch and Woodstock - -	643 13 1	- - -	1,875 0 0	- - -	- - -	- - -	34 15 3	- - -		
Ditto, Islip Branch - - -	- - -	- - -	99 3 10	- - -	- - -	- - -	- - -	- - -		
Thame and Bicester - - -	- - -	48 2 10	413 0 0	168 0 0	- - -	3 7 0	- - -	- - -		
Thame and Postcombe - - -	99 13 0	- - -	111 0 0	- - -	- - -	- - -	- - -	- - -		
Woodstock and Rollright Lane - -	114 14 8	- - -	392 5 7	- - -	- - -	- - -	- - -	- - -		
£	6,117 2 11	459 10 9	14,150 9 1	761 10 4	160 18 0	4 0 9	57 13 1	- - -		
COUNTY OF RUTLAND.										
Grantham, South District - -	26 9 2	- - -	412 16 0	- - -	- - -	- - -	0 7 0	- - -		
Leicester and Peterborough, Up- pingham District - - -	182 14 5	- - -	382 0 0	- - -	- - -	- - -	(c)327 4 7	- - -		
Nottingham and Kettering, South Division - - - -	29 18 1	- - -	605 2 0	- - -	- - -	- - -	0 14 3	- - -		
Oakham - - - - -	- - -	3 14 2	336 10 0	- - -	- - -	0 13 10	- - -	- - -		
£	239 1 8	3 14 2	1,736 8 0	- - -	- - -	0 13 10	628 5 10	- - -		
COUNTY OF SALOP.										
Bishop's Castle, First District - -	411 5 5	- - -	1,654 16 2	450 1 11	- - -	1 2 0	53 9 0	- - -		
Brignorth and Shiffnal - - -	8 0 10	- - -	(d) 292 5 0	- - -	- - -	- - -	- - -	- - -		
Burlton and Llanymynech - - -	76 18 6	- - -	322 15 10	- - -	- - -	- - -	- - -	- - -		
Cleobury Mortimer District - - -	215 10 8	- - -	638 0 0	161 2 6	- - -	0 0 2	16 10 0	- - -		
Cleobury North and Ditton Priors -	47 19 8	- - -	363 0 0	70 0 0	- - -	2 2 0	20 0 0	- - -		
Coalbrookdale and Wellington - -	174 14 7	- - -	426 13 4	- - -	- - -	0 7 3	- - -	- - -		
Ellesmere District - - - -	192 0 5	- - -	466 15 1	- - -	- - -	- - -	1 1 0	- - -		
Ellesmere, Wem Division - - -	157 2 3	- - -	143 8 0	- - -	- - -	- - -	5 0 0	- - -		
Honnington and Hilton - - -	22 0 0	- - -	20 16 3	- - -	- - -	- - -	- - -	- - -		
Leighton and Buildwas - - -	73 17 7	- - -	130 1 8	- - -	- - -	- - -	12 0 0	- - -		
Ludlow Roads (Three Districts Consolidated) - - - -	263 5 9	- - -	3,071 16 11	22 12 4	- - -	- - -	59 10 0	- - -		
Madeley - - - - -	200 14 11	- - -	872 10 0	- - -	- - -	- - -	13 0 0	- - -		
Minsterley and Churchstoke - - -	7 15 6	- - -	319 11 1	76 10 0	- - -	- - -	- - -	- - -		
Morville and Shipton - - -	120 17 5	- - -	146 13 4	129 10 0	- - -	- - -	- - -	- - -		
Newport and Ternhill - - -	31 3 5	- - -	212 10 0	- - -	- - -	- - -	14 4 0	- - -		
Oswestry - - - - -	581 19 11	- - -	2,529 6 5	- - -	- - -	- - -	4 14 6	- - -		
Preston Brockhurst - - - -	191 14 1	- - -	992 0 0	- - -	- - -	- - -	30 6 5	- - -		
Shawbury - - - - -	16 16 5	- - -	383 0 0	- - -	- - -	0 6 0	4 0 0	- - -		
Shiffnal District - - - -	224 18 10	- - -	(f) 398 1 8	- - -	- - -	- - -	- - -	- - -		
Shrewsbury (Nine Districts) - -	884 5 9	- - -	3,287 6 2	- - -	- - -	1 17 6	66 5 0	- - -		
Shrewsbury, Wenlock, and Bridg- north - - - - -	138 17 1	- - -	1,441 18 4	- - -	- - -	13 16 6	(h)116 2 6	- - -		
Walling Street, Wellington District -	7 12 1	- - -	1,065 3 4	- - -	- - -	- - -	7 10 0	- - -		
Wem and Bron-y-Garth - - -	70 18 6	- - -	489 16 8	- - -	- - -	- - -	6 0 0	- - -		
Wenlock - - - - -	124 19 10	- - -	692 18 4	- - -	- - -	- - -	6 0 0	- - -		
Weston Gate (Bewdley Act) - - -	- - -	22 14 4	139 0 0	46 0 0	- - -	- - -	- - -	- - -		
Whitchurch and Madeley - - -	355 11 9	- - -	829 12 4	- - -	- - -	- - -	11 5 0	- - -		
£	4,601 1 2	22 14 4	21,329 15 11	955 16 9	- - -	19 11 5	446 17 5	- - -		
COUNTY OF SOMERSET.										
Bath - - - - -	1,200 19 6	- - -	6,102 0 0	- - -	- - -	8 16 3	195 9 0	- - -		
Black Dog - - - - -	439 13 11	- - -	1,337 17 0	215 15 0	- - -	- - -	78 16 0	- - -		
Bridgwater - - - - -	341 4 10	- - -	3,240 0 0	- - -	- - -	1 0 6	15 0 0	- - -		
Bruton - - - - -	849 11 8	- - -	1,774 13 4	- - -	- - -	- - -	- - -	- - -		
Chard - - - - -	428 6 3	- - -	1,505 0 0	- - -	- - -	- - -	- - -	- - -		
Crewkerne - - - - -	370 9 11	- - -	1,521 16 8	- - -	- - -	3 6 0	- - -	- - -		
Frome - - - - -	415 10 4	- - -	1,947 1 5	- - -	- - -	- - -	157 6 6	- - -		
High Ham and Ashcott - - -	15 12 3	- - -	88 16 0	- - -	- - -	- - -	- - -	- - -		
Ilchester - - - - -	60 4 11	- - -	691 12 6	24 6 6	- - -	- - -	11 12 0	- - -		
Ilminster - - - - -	773 19 9	- - -	1,546 16 8	- - -	- - -	1 18 6	4 2 6	- - -		
Langport, Somerton, and Castle Cary - - - - -	1,019 19 8	- - -	2,208 6 8	544 5 4	- - -	- - -	47 4 6	- - -		

(a) Paid to parishes. (b) Including payments to parishes. (c) Including receipts and payments on account of the Leicester District.
(g) Including materials. (h) Including 100% from a former clerk.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17. 18. 19.		
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	and Carriage of	for	purchased.	done in	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,264 5 6	243 2 1	199 17 6	220 0 10	- - -	17 5 0	25 19 0	- - -	63 0 0	100 0 0
735 0 0	- - -	- - -	- - -	- - -	- - -	30 3 10	- - -	- - -	- - -
1,909 13 3	313 6 9	400 17 8	514 10 0	- - -	14 9 2	52 7 8	- - -	40 0 0	80 0 0
99 3 10	(a) 72 12 9	- - -	- - -	- - -	- - -	1 11 9	- - -	- - -	- - -
584 7 0	150 0 0	(b) 212 6 11	- - -	- - -	- - -	19 11 11	7 0 0	10 0 0	30 0 0
111 0 0	13 10 0	- - -	- - -	- - -	- - -	1 13 3	3 0 0	5 0 0	- - -
392 5 7	198 16 1	52 0 0	15 3 10	- - -	7 0 0	27 18 3	- - -	35 0 0	52 0 0
15,134 11 3	4,767 10 10	1,663 19 5	1,773 2 1	- - -	136 3 4	634 19 11	65 10 0	391 4 0	757 16 0
413 3 0	109 9 3	26 10 0	33 14 2	- - -	4 15 0	17 13 0	- - -	20 0 0	39 0 0
709 4 7	113 17 4	80 12 11	57 14 2	- - -	- - -	7 11 3	- - -	10 0 0	31 16 0
605 16 3	135 1 10	119 16 1	222 11 2	- - -	- - -	12 15 2	- - -	10 0 0	47 14 0
337 3 10	86 4 11	93 9 2	220 1 3	- - -	1 0 0	12 18 3	15 0 0	- - -	39 0 0
2,065 7 8	444 13 4	320 8 2	534 0 9	- - -	5 15 0	50 17 8	15 0 0	40 0 0	157 10 0
2,159 9 1	1,033 2 7	340 16 6	- - -	- - -	6 1 6	59 10 3	35 0 0	25 0 0	120 0 0
292 5 0	101 19 9	31 9 6	- - -	- - -	4 10 0	3 7 1	- - -	10 10 0	8 0 0
322 15 10	113 3 9	22 2 0	45 14 3	- - -	- - -	- - -	0 18 6	- - -	8 0 0
915 12 8	208 14 0	127 12 9	4 9 6	- - -	- - -	44 18 0	- - -	15 0 0	88 0 0
455 2 0	125 5 9	68 19 1	4 11 6	- - -	3 0 0	4 2 3	- - -	12 12 0	- - -
427 0 7	75 6 0	34 14 6	- - -	- - -	- - -	21 15 4	- - -	- - -	15 0 0
467 16 1	139 19 0	51 10 9	45 4 8	- - -	13 0 0	11 1 9	- - -	25 0 0	40 0 0
148 8 0	44 7 6	1 0 9	7 2 10	- - -	- - -	22 5 1	10 0 0	10 0 0	- - -
30 16 3	10 17 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
142 1 8	34 3 7	16 11 9	8 12 0	- - -	- - -	3 6 2	- - -	8 0 0	15 0 0
3,133 19 3	1,112 10 3	737 7 7	735 2 4	- - -	27 2 6	135 4 6	58 10 0	25 0 0	208 0 0
885 10 0	237 14 6	140 9 6	- - -	- - -	- - -	57 0 10	- - -	33 0 10	25 0 0
396 1 1	65 8 11	37 8 6	56 19 5	- - -	- - -	2 7 0	- - -	20 0 0	15 12 0
276 3 4	23 18 6	44 1 9	16 16 3	- - -	0 16 0	6 1 11	- - -	20 0 0	16 0 0
226 14 0	(c) 96 4 0	14 10 0	32 17 10	- - -	- - -	48 18 0	10 10 0	15 13 0	19 15 10
2,534 0 11	1,376 16 3	141 19 0	209 10 1	- - -	35 4 1	63 3 6	- - -	- - -	112 10 0
1,022 6 5	359 3 8	175 6 0	95 10 11	- - -	16 18 9	42 9 5	- - -	30 0 0	70 0 0
347 6 0	138 16 5	68 5 1	40 7 3	- - -	11 18 4	23 17 3	12 0 0	10 10 0	34 0 0
398 1 8	84 8 0	16 14 0	17 7 7	- - -	- - -	12 17 6	- - -	20 0 0	54 12 0
3,335 8 8	(g) 1,220 6 8	689 15 4	- - -	- - -	11 4 0	30 15 10	- - -	60 0 0	120 0 0
1,571 17 4	463 8 6	131 3 6	110 11 11	- - -	7 10 0	35 12 2	- - -	80 0 0	102 0 0
1,072 13 4	405 17 8	156 8 5	- - -	- - -	17 15 0	29 1 7	- - -	28 0 0	120 0 0
495 16 8	164 14 4	58 15 4	17 10 4	- - -	4 6 0	11 15 6	- - -	- - -	30 0 0
698 18 4	298 7 4	142 12 0	7 15 10	- - -	- - -	34 8 7	- - -	18 0 0	70 0 0
185 0 0	46 2 6	23 16 10	- - -	- - -	0 5 6	11 12 4	- - -	5 0 0	12 0 0
840 17 4	280 2 6	58 15 6	89 1 9	- - -	2 2 4	77 6 9	10 0 0	30 0 0	50 0 0
22,752 1 6	8,260 19 7	3,332 5 11	1,545 6 3	- - -	161 14 0	792 18 7	136 18 6	501 7 10	1,353 9 10
6,306 5 3	857 17 5	363 7 9	1,308 16 5	- - -	75 5 6	42 0 11	70 0 0	10 0 0	400 0 6
1,632 8 0	478 17 6	114 7 2	30 8 8	- - -	11 12 6	13 15 9	25 0 0	30 0 0	80 0 0
3,236 0 6	612 16 9	254 4 4	456 3 4	- - -	- - -	51 6 6	- - -	60 0 0	200 0 0
1,774 13 4	(i) 821 10 0	- - -	- - -	- - -	- - -	44 2 6	10 0 0	30 0 0	70 0 0
1,505 0 0	(j) 349 19 6	- - -	- - -	- - -	- - -	34 3 5	20 0 0	40 0 0	35 10 0
1,525 2 8	345 0 11	156 6 8	61 17 4	- - -	- - -	90 2 2	30 0 0	40 0 0	56 0 0
2,104 7 11	732 8 1	190 9 6	10 19 10	- - -	26 5 3	24 4 5	25 0 0	50 0 0	150 0 0
88 16 0	- - -	- - -	- - -	- - -	- - -	7 6 9	- - -	10 0 0	- - -
727 11 0	192 6 2	131 9 2	158 19 8	- - -	12 0 0	5 16 6	- - -	30 0 0	100 0 0
1,532 17 8	206 8 3	99 18 8	55 14 9	- - -	18 7 1	37 9 8	20 0 0	42 0 0	80 0 0
2,799 16 6	549 1 2	479 19 0	442 19 4	- - -	56 2 2	103 14 1	- - -	50 0 0	155 0 0

(d) Including 80% from Shiffnal District.

(e) Including contract work.
(i) Contract work.

(j) Exclusive of 80% to Bridgnorth Road.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF OXFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Henley and Dorchester - - -	- - -	64 1 6	- - -	- - -	19 0 8	- - -	932 6 7
St. Clements - - - - -	- - -	954 8 4	- - -	- - -	8 11 0	- - -	983 0 2
Stokenchurch and Woodstock - -	- - -	488 4 1	- - -	- - -	19 13 9	- - -	1,923 9 1
Ditto, Islip Branch - - - - -	- - -	17 17 6	- - -	- - -	7 1 10	- - -	99 3 10
Thame and Bicester - - - - -	- - -	67 10 0	- - -	- - -	3 13 9	- - -	500 4 7
Thame and Postcombe - - - - -	- - -	57 10 0	- - -	47 10 0	2 15 9	- - -	130 19 0
Woodstock and Rollright Lane - -	9 7 2	13 4 5	- - -	- - -	11 2 0	- - -	421 11 9
£	158 9 5	3,168 15 10	37 17 6	1,075 17 0	220 4 9	160 18 0	13,002 8 1
COUNTY OF RUTLAND.							
Grantham, South District - - -	- - -	54 7 1	- - -	- - -	11 0 7	- - -	316 9 1
Leicester and Peterborough, Up- pingham District - - - - -	8 5 6	109 10 0	- - -	- - -	(a) 331 3 6	- - -	750 10 8
Nottingham and Kettering, South Division - - - - -	12 8 8	- - -	- - -	- - -	11 0 6	- - -	571 7 5
Oakham - - - - -	15 13 4	- - -	- - -	- - -	- - -	- - -	483 6 11
£	36 7 6	163 17 1	- - -	- - -	353 4 7	- - -	2,121 14 1
COUNTY OF SALOP.							
Bishop's Castle, First District - -	20 12 3	144 10 8	50 15 4	200 0 0	34 12 11	- - -	2,070 2 0
Bridgnorth and Shifnal - - - -	16 18 2	29 19 6	- - -	- - -	0 10 0	- - -	207 4 0
Burlton and Llanymynech - - -	- - -	38 8 0	- - -	100 0 0	9 10 0	- - -	337 16 6
Cleobury Mortimer District - - -	15 10 8	115 0 3	9 14 0	(c) 140 0 0	18 15 6	- - -	787 14 8
Cleobury North and Ditton Priors -	19 15 10	92 4 8	- - -	- - -	2 14 6	- - -	333 5 7
Coalbrookdale and Wellington - -	26 13 4	152 17 0	18 0 0	- - -	0 10 6	- - -	344 16 8
Ellesmere District - - - - -	- - -	111 3 5	- - -	- - -	10 11 9	- - -	447 11 4
Ellesmere, Wem Division - - - -	2 19 4	23 3 6	- - -	130 0 0	6 12 1	- - -	277 11 1
Honnington and Hilton - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	10 17 8
Leighton and Buildwas - - - - -	- - -	49 14 4	- - -	52 10 0	3 5 6	- - -	191 3 4
Ludlow Roads (Three Districts Consolidated) - - - - -	119 13 7	102 0 0	- - -	- - -	59 16 2	- - -	3,320 6 11
Madeley - - - - -	- - -	57 4 5	5 0 0	200 0 0	4 15 4	- - -	760 5 5
Minsterley and Churchstoke - - -	- - -	- - -	- - -	200 0 0	2 10 1	- - -	400 5 11
Morville and Shipton - - - - -	0 10 0	100 0 0	- - -	- - -	4 9 6	- - -	232 13 11
Newport and Ternhill - - - - -	15 14 9	- - -	- - -	- - -	1 12 6	- - -	235 17 11
Oswestry - - - - -	- - -	277 9 2	164 0 0	(f) 288 0 0	49 6 8	- - -	2,717 18 9
Preston Brockhurst - - - - -	- - -	249 15 0	- - -	- - -	27 1 9	- - -	1,066 5 6
Shawbury - - - - -	5 8 6	4 10 0	- - -	- - -	11 15 6	- - -	361 8 4
Shifnal District - - - - -	18 13 10	100 0 0	- - -	- - -	27 13 6	- - -	352 6 5
Shrewsbury (Nine Districts) - - -	- - -	380 10 8	572 9 0	306 0 0	52 11 2	- - -	3,443 12 6
Shrewsbury, Wenlock, and Bridg- north - - - - -	3 3 0	272 6 10	208 13 8	- - -	24 9 10	- - -	1,436 19 5
Watling Street, Wellington District -	22 9 0	19 6 7	452 13 5	- - -	48 4 11	- - -	1,299 16 7
Wem and Bron-y-Garth - - - - -	- - -	65 8 0	- - -	- - -	5 18 5	- - -	356 7 11
Wenlock - - - - -	6 12 8	- - -	- - -	- - -	8 11 6	- - -	586 7 11
Weston Gate (Bewdley Act) - - -	- - -	44 14 10	- - -	- - -	8 0 5	- - -	151 12 5
Whitechurch and Madeley - - - -	- - -	82 10 0	- - -	- - -	8 15 10	- - -	686 14 6
£	294 14 11	2,512 16 10	1,481 5 5	1,636 10 0	432 15 10	- - -	22,443 3 6
COUNTY OF SOMERSET.							
Bath - - - - -	26 17 9	1,323 19 9	77 0 6	(i) 1,940 0 0	8 0 0	- - -	6,498 6 6
Black Dog - - - - -	24 12 4	642 5 0	- - -	(h) 351 6 4	39 0 1	- - -	1,791 5 4
Bridgwater - - - - -	- - -	596 18 0	200 0 0	810 0 0	83 4 1	- - -	3,394 13 0
Bruton - - - - -	13 14 8	485 8 4	- - -	(f) 249 0 0	43 8 3	- - -	1,767 3 9
Chard - - - - -	12 1 4	96 8 6	21 0 0	450 0 0	89 18 1	- - -	1,149 0 10
Crewkerne - - - - -	9 9 4	335 10 1	114 10 6	200 0 0	8 6 11	- - -	1,447 3 11
Frome - - - - -	- - -	144 18 10	50 0 0	600 0 0	84 13 2	- - -	2,088 19 1
High Ham and Ashcott - - - - -	- - -	43 6 7	- - -	(m) 20 0 0	9 2 1	- - -	89 15 5
Ilchester - - - - -	11 9 6	60 0 0	- - -	75 0 0	27 12 11	- - -	804 13 11
Ilminster - - - - -	12 7 3	538 10 5	16 15 3	(n) 450 0 0	49 0 9	- - -	1,626 12 1
Langport, Somerton, and Castle Cary - - - - -	- - -	597 8 5	- - -	(p) 527 0 0	35 7 6	- - -	2,996 6 6

(Continued from page 55.)

(a) Including receipts and payments on account of the Leicester District.

(b) Including 300l. at 4 per cent.

(c) For a debt of 300l.

(d) No interest has been paid on 3,875l.

(e) Including 450l. at 5 per cent.

(f) For a debt of 50l.

(g) For debts of 500l.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,838 0 0	4½	-	95 6 6	-	1,933 6 6	-	-	-	-	1,190 15 7	1,190 15 7
15,164 0 0	4 & 5	-	2,671 9 7	-	17,835 9 7	-	-	-	-	733 15 3	733 15 3
12,606 0 0	3½	157 0 10	390 6 4	-	13,852 7 2	-	-	-	-	629 19 3	629 19 3
550 0 0	3½	-	-	-	550 0 0	-	-	-	-	-	-
1,530 0 0	5	-	16 17 6	-	1,866 17 6	-	-	-	-	35 19 7	35 19 7
1,100 0 0	5	-	43 2 6	-	1,143 2 6	-	-	-	-	79 14 0	79 14 0
600 0 0	4½	-	54 0 0	-	654 0 0	68 8 4	-	-	39 0 0	85 8 6	192 16 10
70,175 10 0	-	287 1 2	4,324 18 11	358 14 0	75,146 4 1	250 16 8	40 0 0	12 0 0	78 8 10	6,148 9 4	6,329 14 10
1,200 0 0	4½ & 5	-	40 10 0	-	1,240 10 0	-	-	-	-	123 3 1	123 3 1
2,433 6 8	4½	-	-	-	2,433 6 8	-	-	-	-	141 8 4	141 8 4
45 13 9	5	-	11 5 0	-	56 18 9	-	-	-	-	64 6 11	64 6 11
-	-	-	-	149 17 3	149 17 3	-	-	-	-	-	-
3,679 0 5	-	-	51 15 0	149 17 3	3,880 12 8	-	-	-	-	328 18 4	328 18 4
4,880 0 0	3	-	-	-	4,880 0 0	-	106 11 4	-	26 17 10	500 12 6	634 1 8
1,308 0 0	5 & 4	-	25 0 0	-	1,325 0 0	-	-	5 12 0	6 0 0	93 1 10	104 13 10
1,200 0 0	3½	-	90 0 0	-	1,290 0 0	-	-	-	15 0 0	61 17 10	76 17 10
4,400 0 0	2½	-	-	-	4,400 0 0	-	-	-	-	243 8 8	243 8 8
3,140 0 0	3	-	-	-	3,140 0 0	17 0 0	-	-	3 5 0	169 16 1	190 1 1
3,800 0 0	4	-	152 0 0	-	3,952 0 0	-	-	-	-	256 18 6	256 18 6
3,050 0 0	5	10 0 0	69 0 0	-	3,129 0 0	-	-	-	-	212 5 2	212 5 2
300 0 0	5	-	7 10 0	-	307 10 0	19 0 0	-	-	10 16 0	27 19 2	57 15 2
445 0 8	none	-	-	-	445 0 0	-	-	-	-	31 18 7	31 18 7
1,108 0 0	5	-	17 8 0	-	1,125 8 0	-	-	-	-	24 15 11	24 15 11
2,800 0 0	(e) 4	212 7 10	-	-	2,812 7 10	-	-	-	-	96 18 1	96 18 1
860 0 8	5	-	-	-	860 0 0	-	-	-	3 16 0	325 19 6	329 15 6
11,274 7 5	3 to 5	65 0 0	10,917 12 9	-	22,257 0 2	-	-	-	-	3 10 8	3 10 8
10,900 0 0	3	-	4,056 11 6	-	14,956 11 6	-	41 11 7	-	-	164 6 10	205 18 5
9,760 4 6	4 to 5	-	-	-	9,760 4 6	147 15 0	-	-	-	1 19 6	1 19 6
5,550 0 0	4½	-	-	-	5,550 0 0	-	-	-	114 11 8	398 2 1	660 8 9
100 0 0	4½	-	-	-	100 0 0	-	-	-	-	147 15 0	147 15 0
5,500 0 0	4	-	2,486 3 10	-	7,986 3 10	-	-	-	-	42 14 1	42 14 1
8,848 0 0	4 & 5	-	9 12 4	-	8,857 12 4	-	-	-	65 12 2	270 14 1	336 6 3
7,900 0 0	3½	-	8 10 5	-	7,908 10 5	77 16 8	-	-	77 10 0	271 15 0	427 1 8
1,550 0 0	4	81 0 0	40 0 0	219 11 2	1,671 0 0	-	-	-	-	208 7 3	208 7 3
2,200 0 0	2	-	22 0 0	-	2,222 0 0	-	-	-	-	237 10 3	237 10 3
1,890 0 0	5	-	36 0 0	-	1,926 0 0	-	-	-	-	10 13 3	10 13 3
92,555 11 11	-	368 7 10	17,937 8 10	219 11 2	111,080 19 9	261 11 8	148 2 11	5 12 0	323 8 8	5,106 16 0	5,845 11 3
27,118 17 0	4½	148 19 0	-	-	29,302 16 0	367 1 8	-	-	-	1,008 18 3	1,375 19 11
31,539 19 1	2	103 0 0	-	-	31,642 19 1	-	-	-	-	280 16 7	280 16 7
11,732 10 0	4 to 5	14 17 7	376 8 0	-	12,123 15 7	-	-	-	-	272 12 4	272 12 4
9,550 0 0	4 to 5	-	521 5 0	-	10,071 5 0	-	-	-	-	857 1 3	857 1 3
2,100 0 0	4 to 5	-	57 10 0	-	2,157 10 0	-	-	-	-	784 5 5	784 5 5
8,500 0 0	4	-	-	-	8,500 0 0	-	-	-	-	448 8 8	448 8 8
2,800 0 0	4½	-	-	-	2,800 0 0	-	-	-	100 0 0	430 19 2	530 19 2
2,740 0 0	1½	-	79 19 6	-	2,819 19 6	-	-	-	-	14 12 10	14 12 10
1,125 0 0	5	-	-	16 18 0	1,141 18 0	-	-	-	-	-	-
(e) 10,895 0 0	5	-	474 11 6	-	11,349 11 6	26 6 8	-	-	-	700 5 4	726 12 0
16,790 0 0	3	14 18 8	322 9 11	-	17,127 3 7	7 10 0	179 13 5	-	32 6 9	823 9 4	1,042 19 6

(e) For debts of 200l.

(d) Including 1,400l. at 3 per cent.

(c) Reduced by new Local Act.

(i) For debts of 2,375l.

(h) For debts of 683l. 16s. 0d.

(l) For debts of 300l.

(o) Including 2,775l. at 4½ per cent.

(p) For debts of 600l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF SOMERSET— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Martock	383 16 2	- - -	584 1 0	- - -	- - -	- - -	- - -	- - -
Ditto, South Petherton Roads— “ Minehead Roads ” (United)	660 4 2	448 1 8	221 0 0	- - -	- - -	0 7 3	0 18 0	- - -
Radstock	- - -	39 0 6	1,875 0 0	- - -	- - -	3 19 11	- - -	- - -
Shepton Mallet	53 7 1	- - -	705 4 4	- - -	- - -	- - -	28 0 0	- - -
Taunton	785 12 9	- - -	2,114 15 0	- - -	- - -	- - -	12 4 1	- - -
Wedmore	164 2 3	- - -	3,662 17 10	226 13 4	- - -	- - -	- - -	- - -
Wells	893 18 2	- - -	243 0 0	- - -	- - -	- - -	43 10 5	- - -
Wells and Highbridge	8 0 5	- - -	2,305 0 0	- - -	- - -	1 3 9	- - -	- - -
West Harptry	325 6 1	- - -	391 4 2	52 8 4	- - -	- - -	- - -	- - -
Weston-super-Mare and Worle	- - -	- - -	549 12 9	- - -	- - -	- - -	0 1 4	- - -
Wincanton	205 3 10	- - -	101 0 0	- - -	- - -	1 5 3	42 17 0	- - -
Wiveliscombe	432 8 10	- - -	1,518 0 0	- - -	- - -	- - -	- - -	- - -
Yeovil	730 19 4	- - -	1,050 0 0	- - -	- - -	- - -	0 1 0	- - -
£	10,558 11 11	487 2 2	2,345 0 0	1,063 8 6	- - -	21 17 5	637 2 4	- - -
COUNTY OF STAFFORD.								
Albrighton and Tong	22 0 0	- - -	158 0 0	- - -	- - -	- - -	- - -	- - -
Ashborne to Leek	107 1 2	- - -	609 0 0	- - -	- - -	- - -	- - -	- - -
Ashby-de-la-Zouch to Tutbury	310 2 5	- - -	1,012 5 0	- - -	- - -	- - -	- - -	- - -
Bilston	- - -	186 6 5	2,348 0 0	- - -	- - -	- - -	18 0 0	- - -
Birmingham and Wednesbury	1,324 3 6	- - -	4,595 8 4	- - -	- - -	- - -	95 14 2	- - -
Blyth Marsh	220 2 3	- - -	2,839 11 8	- - -	- - -	- - -	35 0 0	- - -
Burton-upon-Trent to Abbot's Bromley	44 19 9	- - -	203 11 8	- - -	- - -	- - -	- - -	- - -
Butterton Moor, Warslow, Har- tington, and Longnor	239 10 4	- - -	116 0 0	- - -	30 15 0	- - -	35 8 9	- - -
Cannock and Penkridge	162 7 3	- - -	377 11 0	- - -	- - -	- - -	- - -	- - -
Chendale (Five Districts consoli- dated)	77 3 7	- - -	116 0 0	- - -	- - -	- - -	- - -	- - -
Darlaston	62 6 9	- - -	1,266 1 9	193 0 0	- - -	- - -	82 13 8	- - -
Darley Moor and Ellaston	44 9 6	- - -	954 11 8	- - -	- - -	- - -	11 0 0	- - -
Dudley and Wolverhampton	- - -	481 13 5	166 12 6	- - -	- - -	- - -	- - -	- - -
Eccleshall, Newport, and Watling Street	394 18 2	- - -	2,826 5 0	- - -	- - -	- - -	- - -	- - -
Great Chell and Shelton	78 1 8	- - -	676 0 0	- - -	- - -	- - -	10 9 0	- - -
Handsworth	20 6 0	- - -	297 0 0	- - -	- - -	- - -	- - -	- - -
Hanley and Bucknall	- - -	44 15 4	213 0 0	- - -	- - -	- - -	136 0 0	- - -
High Bridges and Uttoxeter	264 11 11	- - -	1,560 0 0	- - -	- - -	- - -	- - -	- - -
Lawton, Burslem, and Newcastle- under-Lyme	9 1 8	- - -	298 0 0	- - -	- - -	- - -	- - -	- - -
Leek, Buxton, and Monyash	374 0 3	- - -	3,033 7 0	- - -	- - -	- - -	403 5 10	- - -
Lichfield (United)	98 0 5	- - -	470 5 0	106 10 0	29 0 0	- - -	6 9 5	- - -
New Biddulph	72 16 8	- - -	1,382 10 0	- - -	- - -	- - -	15 0 0	- - -
Newcastle-under-Lyme and Dray- ton	225 0 1	- - -	450 0 0	- - -	- - -	- - -	- - -	- - -
Newcastle-under-Lyme and Ec- cleshall	142 0 5	- - -	953 15 0	- - -	- - -	- - -	1 0 0	- - -
Newcastle-under-Lyme to Leek	301 4 2	- - -	158 4 3	- - -	- - -	- - -	3 0 0	- - -
Newcastle-under-Lyme and Nant- wich	46 14 2	- - -	2,290 0 0	- - -	- - -	- - -	29 14 0	- - -
Newport and Stonnall	- - -	38 10 8	1,279 1 10	- - -	- - -	- - -	28 1 10	- - -
Perry Barr to Birmingham	325 14 10	- - -	513 10 0	- - -	- - -	- - -	- - -	- - -
Rugeley and Stone	34 18 4	- - -	533 12 8	- - -	- - -	- - -	- - -	- - -
Ditto, Alrewas Branch	101 10 5	- - -	474 0 0	20 0 0	- - -	- - -	- - -	- - -
Ditto, Fillybrook Branch	20 7 10	- - -	210 0 0	52 10 0	- - -	- - -	- - -	- - -
Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	41 8 9	- - -	50 0 0	- - -	- - -	- - -	- - -	- - -
Sedgley Roads	- - -	59 2 9	470 0 0	- - -	- - -	- - -	4 14 7	400 0 0
Ditto, New Roads	77 18 0	- - -	518 0 0	- - -	- - -	- - -	3 7 6	- - -
Spath and Hanging Bridge	61 8 9	- - -	580 0 0	- - -	- - -	0 0 6	26 7 9	- - -
Stafford, Sandon, and Eccleshall	370 14 7	- - -	249 6 8	- - -	- - -	- - -	- - -	- - -
Stafford, Uttoxeter, Church Bridge, and Newport	102 12 7	- - -	530 10 6	- - -	- - -	- - -	13 0 0	- - -
Stone, Lane End, and Trentham	281 8 11	- - -	956 13 4	- - -	- - -	- - -	- - -	- - -
Stone, Stafford, and Penkridge	- - -	22 7 4	677 7 1	- - -	- - -	5 0 0	21 5 0	- - -
Stourbridge and Bridgnorth	196 5 11	- - -	245 10 0	- - -	- - -	- - -	- - -	- - -
Streetway and Wordaley Green, and Wolverhampton and Can- nock	889 11 6	- - -	395 0 0	- - -	- - -	0 4 0	52 2 7	- - -
Tamworth	313 7 0	- - -	1,386 18 5	- - -	- - -	0 2 4	2 16 0	- - -
Tunstall and Bosley	164 19 4	- - -	923 0 0	- - -	- - -	- - -	- - -	- - -
			975 0 0	- - -	- - -	- - -	- - -	- - -

(a) Including materials, &c. (b) Including payment to Bilston township. (c) Contract work.

EXPENDITURE									
10.	11.	12.	13.	14.	15.	16.	18.		
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
Income.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
584 1 0	(a) 331 0 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	10 0 0
231 0 0	(a) 57 0 0	- - -	- - -	- - -	- - -	- - -	3 0 0	8 0 0	1 0 0
1,876 5 3	126 15 10	96 18 0	16 3 11	- - -	- - -	90 4 0	30 0 0	52 10 0	80 0 0
709 4 3	232 5 11	166 3 0	130 15 9	- - -	6 9 0	21 13 3	- - -	25 0 0	119 16 0
2,142 15 0	437 19 4	12 15 0	543 12 10	- - -	- - -	145 16 6	20 0 0	45 0 0	160 0 0
3,675 1 11	962 17 2	82 5 0	1,059 0 7	- - -	- - -	137 18 2	- - -	50 0 0	150 0 0
469 13 4	(a) 226 13 4	- - -	- - -	- - -	- - -	17 6 9	- - -	10 0 0	- - -
2,348 10 5	556 13 1	313 4 1	379 0 10	- - -	12 10 0	139 15 3	26 5 0	50 0 0	120 0 0
392 7 11	- - -	- - -	- - -	- - -	- - -	17 6 1	- - -	- - -	- - -
602 1 1	184 0 0	106 0 4	- - -	- - -	6 14 4	9 6 3	15 0 0	10 0 0	42 0 0
101 1 4	- - -	- - -	- - -	- - -	- - -	2 11 10	- - -	5 15 8	- - -
1,562 2 3	(a) 981 13 0	- - -	- - -	- - -	- - -	12 17 3	15 0 0	40 0 0	100 0 0
1,050 0 0	- - -	- - -	- - -	- - -	- - -	34 12 8	20 0 0	30 0 0	20 0 0
2,345 1 0	452 18 4	287 3 8	185 5 0	- - -	27 17 10	56 14 5	- - -	40 0 0	100 0 0
41,353 3 7	9,696 1 9	2,854 11 4	4,839 18 3	- - -	253 3 8	1,140 5 1	329 5 0	776 5 8	2,179 6 6
138 0 0	67 11 0	5 19 9	16 2 0	- - -	- - -	7 3 4	5 0 0	5 0 0	- - -
609 0 0	137 8 1	56 8 2	6 19 9	- - -	0 10 0	9 3 11	10 0 0	- - -	40 0 0
1,012 5 0	371 19 9	177 10 9	154 18 5	- - -	- - -	20 14 10	- - -	30 0 0	48 0 0
2,386 0 0	386 1 1	411 16 2	(b) 704 7 8	- - -	- - -	237 0 5	20 0 0	52 10 0	100 0 0
4,691 2 6	1,516 9 10	1,240 2 7	803 4 4	- - -	35 0 0	298 14 7	- - -	50 0 0	150 0 0
2,874 11 8	(c) 1,580 0 0	- - -	- - -	62 2 6	- - -	101 6 3	- - -	25 0 0	40 0 0
205 11 8	39 1 0	11 15 6	18 8 7	- - -	- - -	10 15 0	- - -	- - -	- - -
443 14 9	22 2 7	11 17 10	- - -	- - -	- - -	23 9 0	5 0 0	10 0 0	17 0 0
116 0 0	7 19 0	8 2 9	16 11 8	- - -	- - -	18 1 0	- - -	- - -	5 0 0
1,541 15 5	399 9 2	183 18 8	17 11 0	- - -	4 0 0	52 1 8	- - -	85 0 2	120 0 0
965 11 8	187 14 2	182 13 8	66 16 1	- - -	- - -	29 9 9	- - -	(d) 40 0 0	60 0 0
166 12 6	54 17 0	16 2 9	12 16 3	- - -	1 4 2	13 10 4	2 0 0	10 0 0	10 0 0
2,826 5 0	585 10 0	447 10 6	907 4 0	106 0 6	- - -	204 8 7	20 0 0	70 0 0	202 10 0
686 9 0	(e) 185 11 3	36 16 0	18 10 5	- - -	- - -	57 10 11	7 7 0	7 7 0	35 12 6
297 0 0	71 19 5	71 4 4	16 3 10	- - -	- - -	17 19 7	- - -	- - -	- - -
213 0 0	35 4 7	- - -	5 10 0	- - -	- - -	2 5 5	- - -	10 10 0	10 0 0
1,696 0 0	352 5 9	316 6 8	237 10 9	- - -	6 0 0	17 15 2	2 8 6	(d) 51 14 4	70 0 0
398 0 0	(c) 122 0 0	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	- - -
3,436 12 10	430 5 11	230 12 4	420 16 11	- - -	- - -	197 6 5	- - -	20 0 0	52 0 0
612 4 5	114 8 10	52 8 9	13 12 6	- - -	- - -	5 19 2	- - -	35 0 0	50 0 0
1,397 10 0	338 16 8	131 13 6	216 13 7	6 14 0	5 15 0	77 5 7	8 0 0	5 5 0	120 0 0
450 0 0	100 2 10	29 1 0	119 7 9	- - -	0 15 0	3 14 7	5 0 0	- - -	20 0 0
954 15 0	125 5 11	101 5 0	135 12 6	12 10 0	- - -	25 9 7	- - -	20 0 0	40 0 0
161 4 3	49 7 1	4 7 0	- - -	- - -	- - -	21 19 8	- - -	(d) 10 10 0	30 0 0
2,319 14 0	332 9 6	323 4 5	198 15 10	- - -	- - -	42 13 3	- - -	20 0 0	54 12 0
1,307 3 8	242 17 3	108 15 1	351 10 8	- - -	41 17 6	110 7 0	- - -	20 0 0	84 9 7
513 10 0	234 11 11	67 6 9	75 14 6	- - -	- - -	65 8 4	7 7 0	- - -	78 0 0
533 12 8	157 3 5	14 2 6	66 3 5	- - -	- - -	38 12 10	- - -	20 0 0	30 0 0
494 0 0	174 19 3	23 3 0	17 11 11	- - -	- - -	31 14 5	- - -	14 15 3	50 0 0
252 10 0	(e) 54 2 6	3 0 0	1 2 6	- - -	- - -	3 14 6	- - -	15 16 6	17 13 0
50 0 0	5 12 0	- - -	- - -	- - -	- - -	- - -	- - -	4 3 5	1 19 0
974 14 7	187 6 0	43 6 11	31 9 1	- - -	1 10 0	4 11 1	- - -	30 0 0	50 0 0
531 7 6	181 3 7	59 5 11	19 5 3	- - -	1 6 3	46 13 6	10 0 0	20 0 0	30 0 0
606 9 3	172 8 11	51 9 10	1 19 6	- - -	- - -	23 7 0	- - -	- - -	40 0 0
249 6 8	65 8 2	23 8 0	5 9 4	- - -	3 0 0	5 16 4	- - -	15 0 0	25 0 0
543 10 6	119 17 7	25 10 10	158 16 0	- - -	0 12 0	16 16 0	- - -	25 0 0	40 0 0
956 13 4	(c) 316 3 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
698 12 1	151 7 1	49 10 9	74 14 11	- - -	4 0 0	21 10 11	- - -	15 0 0	60 0 0
250 10 0	94 18 1	37 7 8	86 0 8	- - -	- - -	4 12 10	- - -	20 0 0	20 0 0
395 0 0	(e) 151 4 5	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	12 12 0
1,439 5 0	(e) 575 0 0	- - -	- - -	132 11 1	- - -	123 3 7	25 0 0	- - -	100 0 0
925 18 4	225 12 6	77 11 4	156 0 6	- - -	10 10 0	84 0 6	10 0 0	30 0 0	100 0 0
975 0 0	363 8 7	104 15 3	336 5 8	- - -	- - -	37 1 7	- - -	- - -	30 0 0

(d) For two years.

(e) Including contract work.

(f) Including 400l. from Burslem towards improvements.

(Continued on page 60.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF SOMERSET— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Martock	- - -	37 10 0	50 0 0	- - -	25 5 4	- - -	472 15 4
Ditto, South Petherton Roads	- - -	50 0 0	70 0 0	- - -	7 8 3	- - -	196 8 3
" Minehead Roads " (United)	- - -	610 3 11	- - -	(a) 640 0 0	51 0 5	- - -	1,793 16 1
Radstock	- - -	- - -	- - -	- - -	9 6 10	- - -	711 9 9
Shepton Mallet	- - -	138 5 3	80 9 3	196 0 0	34 3 7	- - -	1,814 1 9
Taunton	3 10 6	655 9 7	168 11 0	500 0 0	62 11 11	- - -	3,832 4 3
Wedmore	3 3 0	54 13 9	- - -	(c) 95 13 0	9 10 3	- - -	417 0 1
Wells	38 12 2	348 10 2	- - -	(e) 346 8 0	91 19 1	- - -	2,422 17 8
Wells and Highbridge	28 13 5	63 2 1	- - -	200 0 0	7 5 4	- - -	316 6 11
West Harptrey	- - -	254 8 10	57 10 0	- - -	18 18 2	- - -	703 17 11
Weston-super-Mare and Worle	- - -	84 13 10	- - -	- - -	5 0 11	- - -	101 1 4
Wincanton	- - -	119 10 0	- - -	(f) 195 0 0	45 4 4	- - -	1,509 4 7
Wiveliscombe	3 5 4	289 14 0	- - -	(g) 440 0 0	33 1 8	- - -	870 13 8
Ycovil	9 4 0	49 1 3	36 18 4	300 0 0	(h) 215 3 9	- - -	1,960 6 7
£	197 0 7	7,619 11 7	942 14 10	8,785 7 4	1,092 13 1	- - -	40,706 4 8
COUNTY OF STAFFORD.							
Albrighton and Tong	- - -	32 10 0	- - -	- - -	3 0 6	- - -	142 6 7
Ashborne to Leek	54 18 10	99 12 8	- - -	2 17 11	21 10 3	- - -	439 9 7
Ashby-de-la-Zouch to Tutbury	17 10 0	- - -	- - -	- - -	59 12 8	- - -	880 6 5
Bilston	38 1 6	16 9 9	234 19 11	167 0 0	41 9 4	- - -	2,409 15 10
Birmingham and Wednesbury	47 0 2	- - -	6 18 1	- - -	(i) 800 3 8	- - -	4,947 13 3
Blyth Marsh	6 5 0	357 6 6	60 0 0	300 0 0	13 4 4	- - -	2,545 4 7
Burton-upon-Trent to Abbot's Bromley	19 13 8	72 2 0	- - -	- - -	1 18 0	- - -	173 15 9
Butterton Moor, Warslow, Har- tington, and Longnor	- - -	118 16 2	155 18 3	- - -	9 12 7	30 15 0	404 11 5
Cannock and Penkridge	- - -	12 0 0	- - -	100 0 0	0 15 0	- - -	168 9 5
Cheadle (Five Districts consoli- dated)	- - -	508 10 2	5 0 0	- - -	145 5 9	- - -	1,520 16 7
Darlaston	- - -	104 14 6	- - -	- - -	9 17 0	- - -	681 5 2
Darley Moor and Ellaston	- - -	- - -	- - -	- - -	9 3 2	- - -	129 13 6
Dudley and Wolverhampton	27 0 8	- - -	375 0 1	- - -	217 16 5	- - -	3,163 0 9
Eccleshall, Newport, and Watling Street	31 7 5	26 17 1	- - -	400 0 0	9 7 0	- - -	816 6 7
Great Chell and Shelton	6 11 6	60 19 2	50 0 0	- - -	3 7 6	- - -	298 5 4
Handsworth	4 19 0	58 4 11	- - -	39 3 7	15 5 1	- - -	181 2 7
Hanley and Bucknall	- - -	474 13 7	- - -	- - -	10 16 2	- - -	1,539 10 11
High Bridges and Uttoxeter	2 5 6	44 1 10	- - -	(m) 227 10 0	11 11 10	- - -	419 9 2
Lawton, Burslem, and Newcastle- under-Lyme	125 3 9	259 14 6	375 0 0	(n) 529 10 0	33 16 0	- - -	2,594 5 10
Leek, Buxton, and Monyash	- - -	138 6 9	- - -	(p) 114 0 0	15 2 2	29 0 0	567 18 2
Lichfield (United)	49 6 0	18 7 6	- - -	300 0 0	17 5 10	- - -	1,295 2 8
New Biddulph	15 0 1	74 10 0	- - -	- - -	116 19 2	- - -	484 10 5
Newcastle-under-Lyme and Dray- ton	- - -	120 13 3	- - -	200 0 0	57 14 3	- - -	838 10 6
Newcastle-under-Lyme and Ec- cleshall	- - -	- - -	- - -	- - -	17 4 5	- - -	133 8 2
Newcastle-under-Lyme to Leek	40 13 9	657 10 10	51 2 4	300 0 0	36 11 4	- - -	2,057 13 3
Newcastle-under-Lyme and Nant- wich	- - -	29 5 11	- - -	- - -	8 4 1	- - -	1,112 7 1
Newport and Stonnall	50 15 0	19 11 8	- - -	115 0 0	11 17 0	- - -	610 12 2
Perry Barr to Birmingham	- - -	- - -	209 3 6	- - -	10 6 0	- - -	545 11 8
Rugeley and Stone	- - -	80 15 8	- - -	- - -	10 19 11	- - -	403 19 5
Ditto, Alrewas Branch	- - -	164 8 2	- - -	- - -	13 7 7	- - -	273 4 9
Ditto, Fillybrook Branch	- - -	19 11 8	- - -	- - -	1 6 3	- - -	32 12 4
Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	12 4 8	15 0 0	450 0 0	- - -	15 7 5	- - -	840 15 2
Sedgley Roads	1 10 3	67 10 0	- - -	- - -	11 9 8	- - -	448 4 5
Ditto, New Roads	1 14 2	234 11 0	- - -	- - -	6 11 10	- - -	532 2 3
Spath and Hanging Bridge	- - -	22 15 0	- - -	- - -	- - -	- - -	165 16 10
Stafford, Sandon, and Eccleshall	- - -	- - -	70 1 0	- - -	15 11 2	- - -	472 4 7
Stafford, Uttoxeter, Church Bridge, and Newport	18 5 9	208 10 10	189 12 4	- - -	17 7 9	- - -	750 0 0
Stone, Lane End, and Trentham	- - -	254 1 10	- - -	- - -	23 5 1	- - -	633 10 7
Stone, Stafford, and Penkridge	- - -	- - -	- - -	- - -	7 14 0	- - -	270 13 3
Stourbridge and Bridgnorth	- - -	127 15 3	- - -	(c) 80 0 0	4 19 0	- - -	387 0 8
Streetway and Wordsley Green, and Wolverhampton and Can- nock	43 2 1	- - -	232 5 1	- - -	40 7 7	- - -	1,271 9 5
Tamworth	10 16 6	- - -	360 11 1	- - -	56 4 7	- - -	1,121 7 0
Tunstall and Bosley	21 7 5	84 19 0	- - -	- - -	3 17 10	- - -	981 15 4

(a) For debts of 800*l*.

(b) Reduced on part of debt by Provisional Order.

(c) For a debt of 100*l*.

(d) Including payments to the late treasurer's bankers.

(e) Including 705*l*. for lighting.(f) Including 1,200*l*. at 4 per cent.

(g) Reduced by new Local Act.

(h) For debts of 228*l*.(i) Interest on 5,600*l*. relinquished.(j) Including 900*l*. at 4 per cent.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
750 0 0	5	-	-	-	750 0 0	-	-	-	-	495 1 10	495 1 10
1,000 0 0	5	-	-	423 9 11	1,423 9 11	-	-	-	-	-	-
19,944 10 0	(b) 3	1 17 4	2 8 0	41 6 0	19,948 15 4	-	-	-	-	742 13 4	742 13 4
3,600 0 0	4 & 4½	-	133 8 10	-	3,733 8 10	-	-	-	-	382 0 4	382 0 4
14,700 0 0	4½	5 0 0	364 13 9	-	15,069 13 9	-	-	21 0 0	-	628 10 5	649 10 5
74,611 0 0	1	-	-	-	4,611 0 0	-	-	-	-	216 15 6	216 15 6
8,700 0 0	4 to 4½	5 19 3	392 10 3	-	9,099 9 6	-	-	-	-	819 10 11	819 10 11
1,100 0 0	5	136 0 0	-	-	1,236 0 0	-	-	-	-	84 1 5	84 1 5
8,300 0 0	1½	-	240 0 0	-	8,600 0 0	-	-	-	-	223 9 3	223 9 3
2,005 0 0	5	-	833 14 3	-	2,838 14 3	-	-	-	43 18 5	-	43 18 5
2,290 0 0	5	-	-	-	2,290 0 0	-	-	8 15 0	404 0 5	258 1 6	670 16 11
13,885 0 0	2	15 1 11	151 9 9	-	14,001 5 8	-	-	-	3 11 0	611 15 2	615 6 2
1,000 0 0	4	-	-	-	1,000 0 0	-	-	-	-	1,115 13 9	1,115 13 9
108,801 16 1	-	446 8 9	3,955 2 9	481 13 11	213,685 1 6	400 18 4	179 13 5	29 15 0	583 16 7	11,199 2 7	12,393 5 11
650 0 0	5	-	-	-	650 0 0	-	-	-	-	37 13 5	37 13 5
1,941 9 2	5	-	116 7 3	-	1,997 16 5	-	-	-	-	276 11 7	276 11 7
400 0 0	5	322 18 9	20 0 0	-	742 18 9	52 18 4	-	-	-	442 1 0	494 19 4
192 0 0	5	-	-	230 2 3	422 2 3	-	-	-	-	-	-
76,762 18 7	5	226 6 0	1,617 0 2	-	8,606 4 9	-	-	62 2 6	23 0 0	1,067 12 9	1,152 15 3
2,060 0 0	3½	-	72 2 0	-	2,132 2 0	17 5 0	-	-	-	76 15 8	94 0 8
3,500 8 7	3½	-	-	-	3,500 8 7	-	-	-	21 2 0	278 13 8	299 15 8
1,200 0 0	1	-	-	-	1,200 0 0	-	-	-	-	109 17 10	109 17 10
14,645 0 0	5	-	389 11 8	-	15,034 11 8	101 0 0	-	-	-	98 2 5	199 2 5
15,250 0 0	5	-	9,918 8 9	-	25,168 8 9	-	-	-	-	346 13 3	346 13 3
1,983 0 0	4½ to 5	-	1,979 18 7	-	3,962 18 7	-	10 0 0	-	-	81 8 4	91 8 4
100 0 0	5	198 17 7	75 0 0	818 9 2	1,192 5 9	-	-	-	-	-	-
200 0 0	4	-	11 11 4	-	211 11 4	-	-	-	-	265 0 7	265 0 7
1,300 0 0	5	-	-	-	1,300 0 0	-	-	-	-	76 16 4	76 16 4
1,919 12 6	3	-	2,651 19 5	-	4,571 12 0	-	-	-	-	52 3 5	52 3 5
4,207 13 0	5	-	374 11 3	-	5,582 4 3	-	-	-	-	111 13 9	111 13 9
2,250 0 0	2	91 14 7	26 5 7	-	2,368 0 2	-	-	-	-	143 2 9	143 2 9
4,304 6 0	(e) 4	599 11 8	-	-	4,903 17 2	-	-	-	400 0 0	851 8 3	1,251 8 3
6,727 10 0	1½	-	120 14 4	-	8,848 4 4	-	-	-	-	418 6 6	418 6 6
4,290 0 0	5	12 14 0	1,905 10 0	-	6,208 4 0	15 0 0	-	-	-	200 7 9	200 7 9
2,600 0 0	5	-	147 2 4	-	2,747 2 4	-	-	-	-	38 6 3	53 6 3
5,990 0 0	(g) 3	-	68 18 6	-	6,058 18 6	-	-	-	-	341 4 7	341 4 7
10,346 10 8	3½	334 5 11	118 2 0	-	10,998 13 7	-	-	-	-	169 16 6	169 16 6
3,242 0 0	5	563 3 1	517 8 9	-	4,322 11 10	-	-	-	-	563 4 11	563 4 11
400 0 0	5	-	-	135 12 10	535 12 10	-	-	-	-	241 10 9	241 10 9
4,390 0 0	5	-	705 0 0	-	5,055 0 0	-	-	0 3 8	-	313 15 10	313 19 6
3,358 0 0	5	-	1,007 8 0	-	4,365 8 0	-	-	-	-	124 18 11	124 18 11
460 0 0	4½	-	-	-	460 0 0	-	-	-	-	90 15 8	90 15 8
700 0 0	5	-	-	-	700 0 0	-	-	0 2 0	-	37 15 6	37 15 6
1,530 0 0	5	-	320 0 0	-	1,870 0 0	-	-	-	-	75 8 2	75 10 2
3,204 11 7	5	-	723 14 7	-	5,928 6 2	-	-	-	-	14 0 4	14 0 4
1,900 0 0	2	-	22 0 0	-	1,922 0 0	-	-	-	-	152 4 0	152 4 0
-	-	-	-	-	-	-	-	-	-	144 18 7	144 18 7
-	-	-	-	-	-	-	-	-	-	442 0 6	442 0 6
5,725 2 11	4	-	303 19 5	-	6,029 2 4	-	-	-	-	309 5 11	309 5 11
9,682 2 8	5	-	(i) 1,128 15 5	-	10,810 18 1	-	-	-	-	326 10 5	326 10 5
3,098 13 0	4	5 0 0	123 19 0	42 10 7	3,227 14 0	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	204 5 3	204 5 3
-	-	-	-	-	-	-	-	-	-	1,057 7 1	1,057 7 1
-	-	-	-	-	-	-	-	-	24 0 0	117 18 4	141 18 4
2,041 0 0	5	-	22 2 0	-	2,063 2 0	-	-	-	-	158 4 0	158 4 0

(d) Including 800*l.* at 2 per cent.(e) For debts of 360*l.*(f) Including 1,740*l.* at 1½ and 5,224*l.* 10*s.* at 2½ per cent.(g) For a debt of 200*l.*(h) For debts of 250*l.*(i) Overstated 88*l.* 18*s.* 10*d.* in last return.(j) No interest calculated on 4,432*l.* debt on the Trentham road.(k) For debts of 900*l.*(l) For debts of 650*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF STAFFORD— <i>continued.</i>								
Uttoxeter and Blyth Marsh -	323 3 10	- - -	360 0 0	- - -	- - -	- - -	1 0 0	- - -
Uttoxeter and Callingwood Plain -	127 8 2	- - -	80 10 0	- - -	- - -	- - -	- - -	- - -
Uttoxeter and Stoke, and Mill- wich and Sandon -	310 7 8	- - -	142 19 0	- - -	- - -	- - -	3 6 5	- - -
Walsall (United) -	461 0 4	- - -	1,800 0 0	- - -	- - -	- - -	8 14 6	- - -
Walsall and Hamstead -	- - -	10 19 9	411 0 0	- - -	- - -	- - -	- - -	- - -
Walton-in-Stone to Eccleshall -	49 8 7	- - -	268 5 0	- - -	- - -	- - -	2 3 8	- - -
Wolverhampton, Old District -	4,924 1 4	- - -	2,955 0 0	- - -	- - -	- - -	137 1 8	- - -
£	13,818 18 4	843 15 8	46,242 4 4	372 0 0	59 15 0	5 6 10	1,186 16 4	400 0 0
COUNTY OF SUFFOLK.								
Aldeburgh to Yoxford, Saxmund- ham and Benhall -	119 6 4	- - -	230 0 0	- - -	- - -	- - -	- - -	- - -
Barton and Brandon -	- - -	25 2 6	94 7 0	- - -	- - -	- - -	- - -	- - -
Bury St. Edmunds and Newmarket -	491 15 2	- - -	245 0 0	- - -	- - -	- - -	(b)10 17 4	- - -
Claydon, Blakenham, Brockford, and Stowmarket -	297 4 10	- - -	501 14 9	- - -	- - -	0 16 0	92 5 2	- - -
Ipswich to Helmingham, Deben- ham, &c. -	133 8 2	- - -	446 0 3	- - -	- - -	- - -	- - -	- - -
Ipswich to South Town, and Darsham to Bungay -	162 18 9	- - -	1,492 0 0	- - -	- - -	2 2 6	- - -	- - -
Ipswich and Stratford -	- - -	2 10 8	255 5 0	32 0 0	63 0 0	- - -	24 11 0	- - -
Lakenheath to Hockwold -	157 8 4	- - -	163 5 0	- - -	- - -	- - -	0 19 10	- - -
Little Yarmouth -	52 9 10	- - -	395 11 0	- - -	- - -	- - -	- - -	- - -
Mildenhall Burnt Fen -	151 5 10	- - -	227 17 6	45 2 0	- - -	- - -	- - -	- - -
Scole Bridge to Bury St. Edmunds -	- - -	85 12 3	317 19 3	- - -	- - -	- - -	3 12 6	- - -
South Town -	50 18 2	- - -	227 17 11	- - -	- - -	- - -	- - -	- - -
Sudbury to Bury St. Edmunds -	38 16 11	- - -	707 14 11	- - -	- - -	- - -	- - -	- - -
Thetford and Newmarket -	39 19 2	- - -	150 3 4	- - -	- - -	- - -	- - -	- - -
£	1,695 11 6	113 5 5	5,454 15 11	77 2 0	63 0 0	2 18 6	132 5 10	- - -
COUNTY OF SURREY.								
Bedfont and Bagshot -	202 17 7	- - -	732 0 0	23 0 0	- - -	- - -	96 13 3	- - -
Bermondsey, Rotherhithe, and Deptford -	301 11 8	- - -	6,115 0 0	- - -	- - -	- - -	77 5 3	- - -
Bramley and Ridgewick :— First District -	146 19 3	- - -	215 8 2	135 10 2	- - -	- - -	- - -	- - -
Second District -	179 2 2	- - -	160 9 3	65 0 0	- - -	- - -	- - -	- - -
Croydon and Reigate -	198 11 2	- - -	624 3 4	- - -	- - -	- - -	- - -	- - -
Epsom -	705 10 4	- - -	1,321 13 4	- - -	- - -	- - -	65 13 8	- - -
Godalming and Painshill -	135 8 2	- - -	231 9 7	- - -	- - -	- - -	- - -	- - -
Guildford and Alford -	207 2 9	- - -	815 13 8	- - -	- - -	- - -	- - -	- - -
Guildford and Farnham -	170 15 11	- - -	210 15 1	- - -	- - -	- - -	- - -	- - -
Haslemere -	240 1 10	- - -	75 0 5	- - -	- - -	- - -	- - -	- - -
Horsham -	696 1 3	- - -	1,182 6 3	- - -	- - -	- - -	15 0 0	- - -
Kingston and Leatherhead -	671 1 11	- - -	423 5 11	- - -	- - -	- - -	5 0 0	- - -
Kingston and Sheetbridge :— Lower District -	696 15 9	- - -	1,086 1 6	- - -	- - -	- - -	- - -	- - -
Upper District -	220 12 1	- - -	805 0 0	- - -	- - -	- - -	- - -	- - -
Leatherhead and Stoke-next- Guildford -	126 11 10	- - -	213 7 7	- - -	- - -	- - -	19 15 11	- - -
Limpfield -	84 0 8	- - -	209 12 11	- - -	- - -	- - -	- - -	- - -
Ockley and Warnham -	71 6 7	- - -	66 2 0	- - -	- - -	- - -	- - -	- - -
Reigate -	775 0 3	- - -	1,072 16 8	- - -	- - -	- - -	- - -	- - -
Surrey and Sussex -	3,084 16 8	- - -	22,050 0 0	- - -	- - -	- - -	162 6 4	- - -
£	8,914 7 0	- - -	37,610 5 8	225 10 2	- - -	- - -	441 14 5	- - -
Great Dover Street (Proprietary Road) -	- - -	- - -	615 0 0	- - -	- - -	- - -	- - -	- - -

(a) Including contract work.

(b) Amount added to balance.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
Income.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
361 0 0	83 5 5	13 12 10	2 7 0	- - -	4 0 0	8 11 4	- - -	12 0 0	25 0 0
90 10 0	43 2 8	8 11 6	1 9 9	- - -	- - -	8 13 7	- - -	10 10 0	6 0 0
146 5 5	31 5 0	- - -	- - -	- - -	- - -	11 7 9	- - -	- - -	- - -
1,806 14 6	704 7 6	233 0 5	215 5 1	- - -	1 0 0	66 19 5	- - -	25 0 0	80 0 0
411 0 0	118 9 6	20 2 0	28 8 3	- - -	- - -	27 0 8	- - -	10 0 0	25 0 0
270 8 8	51 15 2	7 15 0	19 13 0	- - -	- - -	20 2 3	- - -	10 10 0	10 0 0
3,092 1 8	(a)1,059 16 8	343 3 2	964 9 9	232 2 0	- - -	173 17 1	25 0 0	50 0 0	230 0 0
48,266 2 6	13,179 6 11	5,385 16 10	6,721 10 7	552 0 1	120 19 11	2,430 0 6	162 2 6	928 1 8	2,420 8 1
230 0 0	53 9 0	3 14 9	24 8 6	- - -	- - -	9 1 11	5 5 0	- - -	15 0 0
94 7 0	37 11 6	12 12 5	3 0 10	- - -	- - -	7 12 8	- - -	15 0 0	15 0 0
235 17 4	(c)105 0 0	- - -	41 5 0	- - -	9 10 0	16 12 4	- - -	- - -	- - -
594 15 11	195 13 0	22 9 0	31 13 10	- - -	- - -	29 13 7	15 0 0	40 0 0	85 0 0
446 0 3	121 0 0	55 0 2	78 17 2	- - -	- - -	6 12 2	10 0 0	- - -	35 0 0
1,494 2 6	561 8 7	82 19 6	402 7 6	- - -	8 2 0	127 5 1	- - -	80 0 0	100 0 0
374 16 0	22 15 11	8 7 0	6 5 10	- - -	- - -	3 6 9	- - -	- - -	26 0 0
164 4 10	- - -	- - -	- - -	- - -	- - -	19 13 1	- - -	10 0 0	- - -
395 11 0	85 2 7	57 14 9	126 7 2	- - -	2 0 0	11 15 11	- - -	20 0 0	40 0 0
272 19 6	45 2 0	- - -	- - -	- - -	- - -	7 2 5	- - -	10 0 0	10 0 0
331 11 9	104 3 7	36 18 11	19 1 9	- - -	- - -	32 2 2	5 0 0	20 0 0	40 0 0
227 17 11	27 19 10	31 9 4	43 5 0	- - -	- - -	12 17 9	- - -	15 0 0	10 10 0
707 14 11	(c)487 10 4	- - -	- - -	- - -	- - -	69 2 8	- - -	(d)60 0 0	- - -
150 3 4	47 3 9	6 9 0	5 6 0	- - -	- - -	28 5 9	- - -	20 0 0	20 0 0
5,730 2 3	1,894 0 1	317 14 10	781 18 7	- - -	19 12 0	381 4 3	35 5 0	290 0 0	396 10 0
853 13 3	207 18 0	- - -	283 6 1	- - -	- - -	24 1 3	10 0 0	55 0 0	104 0 0
6,192 5 3	1,296 0 2	1,026 10 7	1,766 15 11	- - -	- - -	187 12 3	- - -	200 0 0	300 0 0
330 18 4	61 4 8	32 3 3	- - -	- - -	4 8 9	5 3 9	- - -	7 10 0	10 0 0
225 9 3	58 10 4	32 17 1	37 15 0	- - -	- - -	5 9 8	- - -	7 10 0	12 0 0
624 3 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
1,387 7 0	337 18 6	13 4 0	678 14 2	- - -	- - -	102 15 1	- - -	25 0 0	105 0 0
231 9 7	85 12 4	53 8 6	32 12 6	- - -	- - -	2 15 8	2 2 0	10 10 0	- - -
815 13 8	115 12 0	126 19 6	140 11 9	- - -	9 13 0	40 6 9	- - -	20 0 0	30 0 0
210 15 1	10 11 0	12 7 0	5 8 6	- - -	- - -	14 5 1	- - -	15 0 0	12 12 0
73 0 5	38 6 11	20 18 0	27 13 6	- - -	- - -	21 1 9	- - -	10 10 0	13 6 8
1,197 6 3	300 17 0	160 15 4	327 8 9	- - -	- - -	15 12 7	- - -	40 0 0	150 0 0
483 5 11	105 2 0	- - -	200 7 0	- - -	- - -	8 4 8	- - -	- - -	30 0 0
1,086 1 6	481 1 2	203 4 0	40 1 6	- - -	- - -	56 14 5	- - -	40 0 0	70 0 0
806 0 0	237 5 7	- - -	296 11 4	- - -	- - -	29 4 11	- - -	35 0 0	46 0 0
233 3 6	42 19 4	22 11 0	11 14 3	- - -	- - -	14 5 9	- - -	20 0 0	33 16 0
209 12 11	63 15 0	14 4 2	19 5 0	- - -	- - -	10 11 10	1 1 0	0 5 0	20 0 0
66 2 0	22 0 0	12 10 6	- - -	- - -	- - -	0 8 0	- - -	15 0 0	6 10 0
1,072 16 8	(c)227 8 2	- - -	- - -	- - -	- - -	18 18 1	- - -	45 0 0	- - -
22,212 6 4	3,488 1 3	2,457 5 4	8,319 18 2	- - -	- - -	681 10 1	120 0 0	300 0 0	620 0 0
38,277 10 3	7,180 1 5	4,188 18 3	12,188 3 5	- - -	14 1 9	1,239 1 7	133 3 0	861 5 0	1,563 4 8
615 0 0	4 5 0	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	- - -

(Continued on page 64.)

(c) Contract work.

(d) For 2 years.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF STAFFORD— continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Uttoxeter and Blyth Marsh -	5 16 5	107 4 0	- - -	(a) 267 10 0	3 0 9	- - -	532 7 9
Uttoxeter and Callingswood Plain -	- - -	32 0 0	- - -	- - -	4 17 0	- - -	115 4 6
Uttoxeter and Stoke, and Mill- wich and Sandon -	19 7 11	58 18 3	- - -	- - -	- - -	- - -	120 18 11
Walsall (United) -	- - -	- - -	315 5 5	- - -	12 0 0	- - -	1,652 17 10
Walsall and Hamstead -	4 3 4	29 5 0	- - -	- - -	2 0 0	- - -	264 8 9
Walton-in-Stone to Eccleshall -	2 17 3	29 7 6	- - -	- - -	0 7 7	- - -	152 7 9
Wolverhampton, Old District -	- - -	- - -	3,121 5 0	- - -	(c) 407 1 5	- - -	6,606 15 1
£	677 19 7	4,841 11 11	6,162 2 1	3,142 11 6	2,366 12 11	59 15 0	49,151 0
COUNTY OF SUFFOLK.							
Aldeburgh to Yoxford, Saxmund- ham and Benhall -	28 3 2	15 13 4	- - -	300 0 0	3 0 6	- - -	357 16 2
Barton and Brandon -	1 6 0	- - -	- - -	- - -	9 5 3	- - -	101 8 8
Bury St. Edmunds and Newmarket	26 1 6	9 0 0	- - -	- - -	- - -	- - -	207 8 10
Claydon, Blakenham, Brockford, and Stowmarket -	- - -	- - -	- - -	- - -	16 0 0	- - -	435 9 5
Ipswich to Helmingham, Deben- ham, &c. -	35 0 0	87 0 0	- - -	- - -	2 11 1	- - -	431 0 7
Ipswich to South Town, and Dars- ham to Bungay -	9 5 0	- - -	- - -	- - -	(d) 171 1 10	- - -	1,542 9 6
Ipswich and Stratford -	33 8 2	187 10 0	- - -	- - -	16 18 0	63 0 0	367 11 8
Lakenheath to Hockwold -	3 17 0	55 6 8	- - -	- - -	11 6 4	- - -	100 3 1
Little Yarmouth -	6 17 0	- - -	- - -	- - -	10 0 6	- - -	339 17 11
Mildenhall Burnt Fen -	3 7 6	116 15 10	- - -	(f) 95 7 9	9 2 0	- - -	296 17 6
Scole Bridge to Bury St. Edmunds	- - -	- - -	- - -	- - -	7 10 7	- - -	264 17 0
South Town -	3 19 2	21 1 9	- - -	- - -	131 1 5	- - -	297 4 3
Sudbury to Bury St. Edmunds -	11 8 10	- - -	- - -	- - -	29 2 7	- - -	657 4 5
Thetford and Newmarket -	1 6 0	- - -	- - -	- - -	3 15 5	- - -	132 5 11
£	163 19 4	492 7 7	- - -	295 7 9	420 15 6	63 0 0	5,531 14 11
COUNTY OF SURREY.							
Bedfont and Bagshot -	- - -	205 12 6	- - -	- - -	14 9 1	- - -	904 6 11
Bermondsey, Rotherhithe, and Deptford -	(g) 69 16 4	252 6 8	- - -	500 0 0	266 10 10	- - -	5,865 12 9
Bramley and Ridgewick :—	- - -	- - -	- - -	- - -	2 13 6	- - -	123 5 11
First District -	- - -	21 15 0	- - -	(h) 120 0 0	- - -	- - -	300 16 7
Second District -	4 19 6	154 3 6	- - -	(i) 397 12 0	11 8 0	- - -	378 3 6
Croydon and Reigate -	- - -	- - -	26 7 8	- - -	71 1 11	- - -	1,375 16 4
Epsom -	15 15 0	- - -	47 12 8	119 2 4	10 18 3	- - -	364 14 3
Godalming and Painshill -	- - -	143 19 0	- - -	195 0 0	4 8 3	- - -	832 11 5
Guildford and Alford -	6 1 2	53 12 11	- - -	(k) 55 0 0	2 10 1	- - -	188 15 1
Guildford and Farnham -	7 8 6	- - -	- - -	- - -	3 2 8	- - -	137 1 10
Haslemere -	2 2 4	240 1 0	- - -	- - -	9 12 9	- - -	1,244 7 5
Horsham -	- - -	156 8 0	- - -	- - -	13 6 6	- - -	552 14 4
Kingston and Leatherhead -	39 6 2	- - -	- - -	- - -	- - -	- - -	- - -
Kingston and Sheetbridge :—	- - -	- - -	- - -	- - -	100 14 11	- - -	1,003 13 6
Lower District -	11 17 6	- - -	- - -	150 0 0	3 14 6	- - -	857 11 5
Upper District -	29 17 10	29 17 3	- - -	- - -	- - -	- - -	- - -
Leatherhead and Stoke-next- Guildford -	- - -	9 12 6	- - -	- - -	6 11 6	- - -	161 10 4
Limpfield -	- - -	- - -	- - -	- - -	2 5 0	- - -	131 5 0
Ockley and Warnham -	- - -	0 4 11	- - -	- - -	4 3 4	- - -	60 16 9
Reigate -	- - -	258 3 3	- - -	(n) 251 6 0	34 6 0	- - -	835 1 6
Surrey and Sussex -	247 12 9	- - -	- - -	- - -	(o) 4,235 12 6	- - -	20,470 0 1
£	434 17 1	1,535 16 6	74 0 4	1,788 0 4	4,797 11 7	- - -	35,988 4 11
Great Dover Street (Proprietary Road) -	5 0 0	534 12 1	- - -	- - -	20 11 9	- - -	614 13 10

(Continued from page 63.)

 (a) For debts of 350l.
(g) For 3 years.

 (b) No interest paid on 1,700l.
(h) For debts of 300l.
(i) For debts of 1,420l.
(o) Including 4,079l. 11s. 10d. watering.

 (c) Including 238l. 15s. 11d. for gas.
(k) For debts of 100l.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers, 31st Dec. 1859.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands, 31st Dec. 1859.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,150 0 0	2	-	1 0 0	-	5,151 0 0	-	-	-	-	151 16 1	151 16 1
4,100 0 0	2	-	19 0 0	-	4,119 0 0	-	-	-	-	92 13 8	92 13 8
6,555 0 0	1	-	92 17 0	-	6,647 17 0	-	-	-	-	335 14 2	335 14 2
650 0 0	4½	-	-	-	650 0 0	-	-	-	-	616 17 0	616 17 0
600 0 0	5	-	-	-	600 0 0	-	-	-	17 0 0	135 11 6	135 11 6
-	-	-	-	-	-	-	-	-	-	167 9 6	184 9 6
-	-	-	-	-	-	-	-	-	-	1,409 7 11	1,409 7 11
154,727 0 8	-	2,354 6 1	24,600 7 5	1,226 14 10	182,908 9 0	186 3 4	10 0 0	62 8 2	485 2 0	13,316 19 11	14,060 13 5
200 0 0	4	-	-	8 9 10	208 9 10	37 10 0	-	-	-	-	57 10 0
300 0 0	4½	-	-	32 4 2	32 4 2	0 10 0	-	-	-	-	0 10 0
-	-	221 0 0	-	-	221 0 0	-	-	-	-	540 3 8	540 3 8
4,350 0 0	4	-	3,762 15 0	-	8,112 15 0	-	-	-	-	456 11 4	456 11 4
1,500 0 0	5	-	-	-	-	-	-	-	55 0 0	148 7 10	148 7 10
6,218 0 0	2½	-	262 10 0	-	1,762 10 0	-	-	-	-	114 11 9	169 11 9
4,504 8 2	2	-	-	-	6,218 0 0	-	-	-	-	4 13 8	4 13 8
490 0 0	4½	-	101 6 0	28 17 6	4,705 14 2	-	-	-	-	221 10 1	221 10 1
-	-	43 8 2	-	18 8 2	508 8 2	-	-	-	-	88 2 11	88 2 11
-	-	-	-	-	43 8 2	41 19 11	-	-	-	127 7 10	127 7 10
-	-	-	-	-	-	-	-	-	-	-	-
17,562 8 2	-	264 8 2	4,126 11 0	87 19 8	22,041 7 0	99 19 11	-	-	55 0 0	89 7 5	131 7 4
-	-	-	-	-	-	-	-	-	-	57 16 7	57 16 7
4,700 0 0	4 & 5	136 4 4	72 10 0	-	4,908 14 4	-	-	40 0 0	-	152 3 11	192 3 11
3,850 0 0	4 to 4½	7 18 10	-	-	3,857 18 10	-	-	-	-	628 4 2	628 4 2
1,480 0 0	2½	-	82 19 0	-	1,562 19 0	-	-	-	-	374 11 8	374 11 8
3,200 0 0	3	-	42 5 0	-	3,242 5 0	-	-	-	-	103 14 10	103 14 10
12,696 0 4	1	-	13 16 1	-	12,709 16 5	-	-	-	-	244 11 0	244 11 0
2,082 7 8	1d.	40 0 0	-	-	40 0 0	-	-	2 10 0	-	717 1 0	719 11 0
3,333 6 8	4	40 0 0	0 6 0	-	2,082 13 8	-	-	-	-	2 3 6	2 3 6
1,245 0 0	3	7 0 0	166 3 4	-	3,539 10 0	7 17 6	-	-	-	190 5 0	198 2 6
3,498 16 0	5	-	51 3 2	-	1,803 3 2	-	-	-	-	192 15 11	192 15 11
7,275 0 0	4	107 6 8	16,374 18 10	-	20,273 14 10	-	-	-	-	178 0 5	178 0 5
10,301 5 0	2½	120 0 0	(f) 354 0 0	-	7,736 6 8	8 10 0	-	15 0 0	-	649 0 1	672 10 1
-	-	-	624 3 5	-	11,045 8 5	-	-	-	-	546 13 6	546 13 6
-	-	119 8 8	-	-	119 3 8	-	-	-	-	779 3 9	779 3 9
600 0 0	4	-	24 0 0	-	524 0 0	-	-	-	-	168 0 8	168 0 8
250 0 0	4	-	-	-	250 0 0	-	-	-	-	198 5 0	198 5 0
3,380 0 0	2½	-	501 6 3	-	3,881 6 3	-	-	-	-	162 8 2	162 8 2
12,600 0 0	2	139 14 8	235 11 0	-	13,035 5 8	195 3 4	-	-	-	76 11 10	76 11 10
-	-	-	-	-	-	-	-	-	-	1,012 15 5	1,207 18 9
-	-	-	-	-	-	-	-	-	-	4,827 2 6	4,827 2 6
71,431 15 8	-	717 8 2	18,543 2 1	-	90,712 5 11	211 10 10	-	57 10 0	-	11,203 12 4	11,472 13 2
34,648 12 4	(p)	-	-	-	34,648 12 4	-	-	-	-	0 6 2	0 6 2

(d) Including 118*l.* 16*s.* 6*d.* for watering.

(f) Reduced by consent.

(e) Including 3,918*l.* not bearing interest.(m) Including 380*l.* at 3 per cent.(p) Not to exceed 5*l.* per cent.(f) For debts of 249*l.*(n) For debts of 399*l.*

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF SUSSEX.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alford Bars and Newbridge	101 13 8	- - -	99 0 0	- - -	- - -	- - -	- - -	- - -
Beach Down to Heathfield, Robertsbridge, &c.	- - -	122 12 0	252 13 4	- - -	- - -	- - -	49 0 0	- - -
Beeding and Old Shoreham	290 7 0	- - -	342 10 0	- - -	- - -	- - -	0 5 0	- - -
Brede	165 5 10	- - -	452 13 2	- - -	- - -	- - -	- - -	- - -
Brighton, Cuckfield, and West Grinstead	336 6 5	- - -	1,536 0 0	- - -	- - -	- - -	16 18 6	- - -
Brighton and Newhaven	245 16 7	- - -	510 0 0	- - -	- - -	- - -	- - -	- - -
Brighton, Shoreham, and Lancing	- - -	888 19 11	1,780 0 0	- - -	- - -	- - -	- - -	- - -
Broil Park Gate to Battel	794 1 5	- - -	516 5 0	- - -	- - -	- - -	21 0 3	- - -
Bury	195 0 0	- - -	165 0 0	- - -	- - -	- - -	- - -	- - -
Cosham to Chichester	520 10 8	- - -	638 14 5	- - -	- - -	- - -	31 2 0	- - -
Cowfold and Henfield	- - -	32 4 10	347 0 0	- - -	- - -	- - -	6 6 0	- - -
Ditto, Branch	89 12 7	- - -	190 12 0	- - -	- - -	- - -	2 18 0	- - -
Crouch Hill and Hurstperpoint	28 18 11	- - -	352 17 9	- - -	- - -	- - -	4 4 0	- - -
Ditchelling and Clayton Branch	5 3 11	- - -	44 10 10	13 10 0	- - -	- - -	- - -	- - -
Farnhurst, Midhurst, Chichester, and Dell Quay	443 19 5	- - -	695 17 3	- - -	- - -	- - -	45 3 3	- - -
Five Oaks	273 16 0	- - -	345 0 0	- - -	- - -	- - -	1 0 6	- - -
Flimwell and Hastings	668 10 5	- - -	1,346 18 0	- - -	- - -	- - -	- - -	- - -
Henfield	60 6 6	- - -	206 15 0	- - -	- - -	- - -	3 15 0	- - -
Hodges and Cuckfield	89 12 10	- - -	518 0 0	- - -	- - -	- - -	- - -	- - -
Hollington and Hastings	41 13 7	- - -	323 15 0	- - -	- - -	- - -	- - -	- - -
Horley and Cuckfield	23 10 8	- - -	200 19 8	62 0 0	- - -	- - -	4 5 0	- - -
Horsebridge and Horsham	236 15 5	- - -	676 0 0	- - -	- - -	- - -	0 5 0	- - -
Horsham and Crawley	20 2 5	- - -	149 17 4	90 0 0	- - -	- - -	4 5 6	- - -
Horsham and Guildford	157 8 4	- - -	468 0 9	- - -	- - -	- - -	5 0 0	- - -
Horsham and Steyning	637 16 5	- - -	941 10 0	- - -	- - -	- - -	9 19 3	- - -
Hurstperpoint and Poynings	41 8 4	- - -	46 19 1	9 9 6	- - -	- - -	- - -	- - -
Lewes and Brighton	230 11 10	- - -	532 0 0	- - -	- - -	- - -	- - -	- - -
Lewes to Eastbourne and Hailsham	2 13 3	- - -	746 9 3	65 2 10	- - -	- - -	1 17 0	- - -
Malling to Witch Cross	51 12 2	- - -	552 10 10	- - -	- - -	- - -	- - -	- - -
Mayfield and Wadhurst:—								
Mayfield District	20 8 6	- - -	445 11 8	- - -	- - -	- - -	- - -	- - -
Tunbridge Wells District	21 4 5	- - -	162 5 0	- - -	- - -	- - -	- - -	- - -
Wadhurst District	181 13 4	- - -	576 15 0	- - -	- - -	0 0 6	- - -	- - -
Midhurst and Sheetbridge	281 5 3	- - -	230 4 5	- - -	- - -	0 0 2	6 7 6	- - -
New Chappel, Lindfield, and Brighthelmston	135 18 2	- - -	622 17 2	117 0 1	- - -	- - -	8 0 6	- - -
Offham and Ditchelling	59 6 2	- - -	94 0 0	35 0 0	- - -	- - -	- - -	- - -
Offham to Witch Cross	522 16 7	- - -	859 12 0	- - -	- - -	- - -	9 0 0	- - -
Petworth	251 2 11	- - -	1,155 0 0	- - -	- - -	- - -	17 12 6	- - -
Pyecombe and Hicksted	65 11 4	- - -	438 0 0	- - -	- - -	- - -	3 12 9	- - -
Ringmer and Hurst Green	773 19 10	- - -	1,349 16 8	- - -	- - -	- - -	25 0 0	- - -
Robertsbridge Clappers	133 14 2	- - -	86 8 4	- - -	- - -	- - -	- - -	- - -
Rowhook Branch	22 7 2	- - -	32 12 6	23 9 6	- - -	- - -	- - -	- - -
Rye	- - -	157 17 7	561 0 0	- - -	- - -	- - -	8 0 0	- - -
Saint Leonard's and Sedlescomb	93 4 1	- - -	343 5 0	- - -	- - -	- - -	- - -	- - -
Shipley	122 7 6	- - -	143 5 0	21 6 0	- - -	- - -	- - -	- - -
Staplecross	- - -	14 10 7	274 0 0	- - -	- - -	- - -	- - -	- - -
Storrington and Ball's Hut	63 7 1	- - -	163 10 0	- - -	- - -	- - -	- - -	- - -
Storrington and Wiston	313 16 11	- - -	443 15 0	- - -	- - -	- - -	1 8 0	- - -
Tunbridge Wells to Maresfield	165 9 0	- - -	561 0 0	17 5 0	- - -	- - -	3 9 6	- - -
Ditto, New Road	- - -	101 16 11	180 10 0	40 10 0	- - -	- - -	0 10 0	- - -
Tunbridge Wells to Uckfield	301 6 9	- - -	800 13 4	- - -	- - -	- - -	- - -	- - -
Worthing and Branch	90 12 11	- - -	414 15 0	- - -	49 0 0	- - -	10 3 6	- - -
Worthing and Lancing	30 4 4	- - -	49 15 0	- - -	- - -	- - -	(f) 278 9 9	- - -
£	9,395 11 0	1,316 1 7	24,966 19 9	494 12 11	49 0 0	0 0 8	578 18 3	- - -
COUNTY OF WARWICK.								
Alcester (United)	545 3 8	- - -	1,711 15 10	- - -	- - -	- - -	- - -	- - -
Ansley and Whitacre	- - -	143 0 2	79 0 0	- - -	- - -	- - -	- - -	- - -
Bentley Lane	- - -	79 8 8	270 0 0	- - -	- - -	- - -	5 2 0	- - -
Ditto, Branch	53 1 8	- - -	90 0 0	- - -	- - -	- - -	- - -	- - -
Birmingham and Blakedown Pool	- - -	118 0 10	1,054 3 4	- - -	- - -	- - -	4 13 6	- - -
Birmingham and Spermal Ash	123 11 3	- - -	1,042 10 0	- - -	- - -	- - -	- - -	- - -
Birmingham to Stonebridge	- - -	0 14 11	689 11 8	- - -	- - -	0 2 0	10 11 7	- - -
Birmingham and Stratford-on-Avon	368 15 11	- - -	1,321 6 8	- - -	- - -	- - -	34 7 6	- - -
Birmingham, Warwick, and War- mington	255 6 9	- - -	1,446 0 0	- - -	- - -	- - -	2 16 3	- - -
Birmingham and Watford Gap	28 1 4	- - -	1,842 7 10	- - -	- - -	- - -	4 15 11	- - -
Ditto, Kingsbury Branch	- - -	- - -	224 15 2	- - -	- - -	- - -	0 16 4	- - -
Castle Bromwich and Birmingham (United)	35 16 9	- - -	465 11 8	- - -	- - -	- - -	1 3 0	- - -
Coventry and Stoney Stanton	51 0 2	- - -	366 13 0	- - -	- - -	- - -	7 0 0	- - -

(a) For 2 years.

(b) Including arrears.

(c) Including contract work.

(d) Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
99 0 0	15 8 1	4 8 2	45 18 0	- - -	- - -	0 12 1	- - -	9 0 0	- - -
301 13 4	53 4 10	47 19 6	51 19 2	- - -	- - -	13 9 6	- - -	15 0 0	- - -
342 15 0	50 16 8	- - -	52 12 0	- - -	- - -	5 6 5	- - -	7 7 0	- - -
452 13 2	49 18 0	29 0 10	49 12 3	- - -	- - -	12 2 6	(a) 20 7 6	(a) 20 0 0	(b) 133 0 2
1,552 18 6	411 0 0	316 13 11	172 15 11	- - -	- - -	86 16 7	- - -	40 0 0	70 0 0
510 0 0	70 0 0	- - -	- - -	- - -	- - -	5 7 4	- - -	- - -	- - -
1,780 0 0	271 0 9	(c) 240 10 0	- - -	- - -	- - -	101 13 4	- - -	20 0 0	- - -
537 5 3	127 4 0	233 7 1	38 16 6	- - -	- - -	28 9 1	- - -	15 0 0	39 2 6
165 0 0	(d) 83 3 1	- - -	- - -	- - -	1 4 0	4 5 6	- - -	15 0 0	- - -
669 16 5	167 8 6	215 16 6	45 18 4	- - -	- - -	61 17 5	- - -	21 0 0	100 2 0
353 6 0	94 17 1	32 18 6	62 8 9	- - -	- - -	20 15 11	- - -	20 0 0	21 0 0
193 10 0	46 16 0	22 18 4	72 18 4	- - -	- - -	3 5 3	- - -	- - -	15 0 0
357 1 9	101 4 1	111 17 6	20 3 9	- - -	- - -	16 12 10	- - -	20 0 0	10 0 0
58 0 10	12 9 2	6 18 0	2 15 3	- - -	- - -	0 7 3	- - -	3 0 0	3 9 0
741 0 4	304 1 7	169 4 7	62 19 6	- - -	- - -	38 13 6	- - -	20 0 0	109 4 0
346 0 6	50 14 2	- - -	72 0 0	- - -	- - -	10 6 4	- - -	12 12 0	12 0 0
1,346 18 0	111 17 10	71 17 4	92 9 8	- - -	- - -	6 16 5	- - -	25 0 0	10 0 0
210 10 0	36 13 0	- - -	36 0 0	- - -	- - -	13 1 6	- - -	9 8 10	5 0 0
518 0 0	100 19 10	121 10 6	24 10 4	- - -	- - -	0 18 6	- - -	16 15 0	12 0 0
323 15 0	- - -	- - -	- - -	- - -	- - -	32 1 11	- - -	- - -	- - -
267 4 8	59 14 4	14 16 0	53 9 6	- - -	- - -	4 9 1	- - -	- - -	20 0 0
676 5 0	128 16 2	179 16 11	108 2 5	- - -	- - -	22 7 4	- - -	25 0 0	45 0 0
244 2 10	74 3 6	19 15 4	74 2 6	- - -	- - -	4 19 8	- - -	- - -	- - -
473 0 9	97 10 0	0 15 0	147 15 0	- - -	- - -	9 18 0	5 0 0	- - -	10 0 0
351 9 3	159 13 10	25 16 0	166 10 4	- - -	- - -	35 1 6	- - -	13 0 0	25 0 0
56 8 7	20 5 0	- - -	31 15 6	- - -	- - -	1 4 6	- - -	- - -	- - -
532 0 0	117 4 2	164 18 5	71 1 3	- - -	- - -	3 17 10	- - -	16 0 0	15 0 0
813 9 1	95 16 0	116 1 3	53 0 4	- - -	5 13 4	14 4 2	- - -	15 0 0	41 12 0
552 10 10	176 9 6	218 14 8	42 19 5	- - -	3 1 6	10 16 3	- - -	40 0 0	46 0 0
445 11 8	98 5 4	105 15 9	37 4 1	- - -	- - -	8 8 7	- - -	8 0 0	- - -
162 5 0	22 18 9	60 2 6	9 11 3	- - -	- - -	5 3 7	- - -	4 0 0	8 0 0
576 15 6	96 8 0	83 5 3	68 11 7	- - -	- - -	13 5 10	- - -	8 0 0	16 0 0
236 12 1	76 19 10	42 13 6	72 15 10	- - -	- - -	13 6 5	- - -	20 0 0	- - -
747 17 9	139 16 2	126 19 0	81 3 6	- - -	- - -	28 11 3	- - -	20 0 0	33 4 9
129 0 0	19 7 10	17 8 0	11 1 4	- - -	1 16 0	2 14 0	- - -	4 4 0	5 0 0
868 12 0	126 10 6	201 17 8	56 16 9	- - -	7 10 0	49 2 0	- - -	32 0 0	34 15 4
1,172 12 6	257 8 2	159 12 0	131 16 0	- - -	- - -	3 14 6	15 0 0	32 8 0	77 12 0
441 12 9	94 3 11	57 7 0	14 17 0	- - -	- - -	19 11 11	- - -	- - -	10 0 0
1,374 16 8	202 8 2	408 0 2	148 1 5	- - -	9 13 4	41 5 11	- - -	52 0 0	58 0 0
86 8 4	- - -	0 5 0	- - -	- - -	- - -	5 11 9	- - -	- - -	- - -
56 2 0	23 0 4	- - -	23 5 0	- - -	- - -	1 1 3	2 0 0	- - -	5 0 0
569 0 0	102 15 4	55 17 10	31 10 10	- - -	- - -	35 10 11	10 2 6	20 0 0	50 0 0
343 5 0	30 0 0	4 5 7	- - -	- - -	- - -	30 5 5	- - -	12 0 0	10 0 0
164 11 0	53 12 0	- - -	(e) 48 8 6	- - -	- - -	17 16 9	- - -	12 12 0	- - -
274 0 0	13 19 9	28 11 1	47 12 4	- - -	- - -	8 3 4	5 2 6	10 0 0	18 0 0
163 10 0	56 4 0	19 5 0	16 17 6	- - -	0 15 0	5 18 4	- - -	12 12 0	- - -
445 3 0	50 11 0	57 9 1	59 12 0	- - -	- - -	20 8 1	- - -	18 18 0	5 0 0
581 14 6	63 1 0	177 13 0	131 8 3	- - -	10 0 0	5 1 0	- - -	6 0 0	20 0 0
231 10 0	36 16 8	71 4 6	54 15 10	- - -	- - -	5 17 2	- - -	6 0 0	10 0 0
800 13 4	117 3 10	205 13 1	44 19 9	- - -	- - -	2 1 3	- - -	24 0 0	30 0 0
473 18 6	130 11 9	- - -	(e) 98 0 6	- - -	- - -	8 13 6	- - -	21 0 0	35 0 0
328 4 9	32 6 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
26,049 11 7	4,932 17 5	4,248 19 4	2,841 3 3	- - -	39 13 2	901 10 3	57 12 6	721 16 10	1,168 1 9
1,711 15 10	681 8 8	298 5 6	295 14 4	- - -	12 7 10	341 6 7	- - -	- - -	178 9 3
79 0 0	15 13 4	12 3 0	5 14 0	- - -	- - -	3 12 3	- - -	11 0 0	7 10 0
275 2 0	135 16 8	44 5 0	27 8 8	- - -	- - -	18 13 6	- - -	4 0 0	- - -
90 0 0	49 3 8	10 15 0	11 11 6	- - -	- - -	1 6 0	- - -	1 0 0	(a) 10 0 0
1,058 16 10	286 0 6	58 1 5	131 15 1	- - -	7 12 0	63 19 5	- - -	31 10 0	100 0 0
1,042 10 0	338 19 6	135 3 6	222 0 1	- - -	1 1 0	130 4 8	- - -	30 0 0	75 0 0
700 5 2	181 18 4	76 11 3	258 7 9	- - -	13 0 0	34 12 10	- - -	31 10 0	100 0 0
1,255 14 2	461 1 2	115 14 9	182 4 5	- - -	12 5 0	100 1 7	- - -	20 0 0	75 0 0
1,448 16 3	467 10 6	166 1 0	148 9 10	- - -	11 13 9	56 7 8	40 0 0	- - -	147 0 0
1,847 3 9	306 17 2	122 0 0	306 17 1	- - -	- - -	82 0 9	- - -	35 0 0	90 0 0
225 11 6	94 1 2	21 5 0	67 10 7	- - -	6 0 0	6 6 9	- - -	- - -	- - -
466 14 8	149 9 2	19 7 1	131 6 5	- - -	- - -	34 15 2	- - -	28 8 9	50 0 0
373 13 0	65 2 0	- - -	180 1 3	- - -	- - -	2 10 9	- - -	27 17 0	20 0 0

(Continued on page 68.)

(e) Including team labour.

(f) Including 182l. 7s. 9d. assessments on the lands, and 90l. towards improvements.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF SUSSEX.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alfold Bars and Newbridge	- - -	- - -	- - -	- - -	1 10 0	- - -	76 16 4
Beech Down to Henthfield, Robertsbridge, &c.	9 3 11	- - -	- - -	- - -	5 4 6	- - -	196 1 5
Beeding and Old Shoreham	11 17 7	99 2 8	- - -	(a) 253 10 0	6 11 0	- - -	487 2 8
Brede	33 16 9	265 10 9	- - -	- - -	19 8 3	- - -	632 17 0
Brighton, Cuckfield, and West Grinstead	35 13 4	232 6 0	- - -	300 0 0	3 10 0	- - -	1,668 15 9
Brighton and Newhaven	26 8 6	200 0 0	- - -	(c) 42 10 0	- - -	- - -	344 5 10
Brighton, Shoreham, and Lancing	55 11 2	303 13 0	- - -	- - -	85 12 10	- - -	1,028 1 1
Broil Park Gate to Battel	7 0 2	- - -	- - -	- - -	14 19 0	- - -	503 16 4
Bury	- - -	26 2 4	- - -	(d) 66 13 4	6 2 0	- - -	202 10 3
Cosham to Chichester	15 8 8	- - -	- - -	- - -	17 18 0	- - -	645 9 5
Cowfold and Henfield	4 5 9	101 0 0	- - -	- - -	2 0 0	- - -	359 6 0
Ditto, Branch	18 6 3	- - -	- - -	- - -	0 1 3	- - -	179 5 8
Crouch Hill and Hurstperpoint	- - -	27 9 0	- - -	- - -	3 1 0	- - -	310 8 2
Ditchelling and Clayton Branch	- - -	28 10 2	- - -	- - -	1 8 6	- - -	58 17 4
Farnhurst, Midhurst, Chichester, and Dell Quay	13 14 2	- - -	- - -	- - -	19 17 7	- - -	737 14 11
Five Oaks	4 18 4	270 15 0	- - -	- - -	2 6 0	- - -	435 11 10
Flimwell and Hastings	- - -	644 16 1	- - -	247 0 0	3 10 0	- - -	1,213 7 4
Henfield	- - -	94 0 8	- - -	- - -	0 18 0	- - -	195 2 0
Hodges and Cuckfield	14 8 8	124 0 0	- - -	- - -	4 14 10	- - -	419 17 8
Hollington and Hastings	3 18 0	274 1 6	- - -	- - -	12 17 0	- - -	322 18 5
Horley and Cuckfield	15 12 2	- - -	- - -	- - -	0 10 0	- - -	168 11 1
Horsebridge and Horsham	17 11 6	- - -	84 12 0	- - -	7 15 5	- - -	619 1 9
Horsham and Crawley	15 14 2	52 10 0	10 8 0	- - -	- - -	- - -	251 13 2
Horsham and Guildford	10 18 0	198 17 6	- - -	- - -	0 5 0	- - -	420 18 6
Horsham and Steyning	42 14 1	319 4 2	- - -	(f) 313 15 0	41 18 6	- - -	1,142 13 5
Hurstperpoint and Poynings	- - -	- - -	- - -	- - -	2 5 6	- - -	55 10 6
Lewes and Brighton	14 8 8	- - -	- - -	- - -	8 0 0	- - -	410 10 4
Lewes to Eastbourne and Hailsham	- - -	181 18 3	- - -	(i) 260 0 0	17 1 7	- - -	800 6 11
Malling to Witch Cross	10 6 9	- - -	- - -	- - -	5 5 2	- - -	553 13 3
Mayfield and Wadhurst:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Mayfield District	3 6 0	132 8 3	- - -	- - -	35 13 6	- - -	429 1 6
Tunbridge Wells District	1 13 0	9 18 2	- - -	65 0 0	13 19 3	- - -	200 6 6
Wadhurst District	3 6 0	286 14 0	- - -	- - -	27 8 0	- - -	602 18 8
Midhurst and Sheetbridge	7 19 8	- - -	- - -	- - -	7 10 8	- - -	241 5 3
New Chappel, Lindfield, and Brighthelmston	1 9 0	334 13 9	- - -	- - -	11 3 6	- - -	777 0 11
Offham and Ditchelling	5 7 11	- - -	- - -	- - -	5 12 0	- - -	72 11 1
Offham to Witch Cross	24 16 1	79 10 0	- - -	350 0 0	4 14 10	- - -	967 13 2
Petworth	8 13 4	173 16 0	- - -	(h) 190 0 0	15 0 6	- - -	1,065 0 7
Pyecombe and Hicksted	17 16 2	110 7 11	- - -	- - -	9 5 0	- - -	333 8 11
Ringmer and Hurst Green	20 2 6	148 13 10	- - -	400 0 0	11 5 6	- - -	1,499 10 10
Robertsbridge Clappers	- - -	64 0 9	- - -	78 0 0	- - -	- - -	147 17 6
Rowhook Branch	12 17 0	- - -	- - -	- - -	0 5 0	- - -	67 8 7
Rye	15 15 4	38 8 2	- - -	- - -	7 3 8	- - -	367 4 7
Saint Leonard's and Sedlescomb	10 10 3	203 3 8	6 9 2	- - -	36 4 0	- - -	342 15 1
Shipley	7 7 6	- - -	- - -	- - -	4 16 0	- - -	144 12 9
Staplecross	13 15 0	58 12 10	- - -	- - -	8 0 8	- - -	211 16 10
Storrington and Ball's Hut	5 3 6	23 15 0	- - -	- - -	4 16 11	- - -	145 7 3
Storrington and Wiston	9 0 0	179 7 6	- - -	- - -	6 15 6	- - -	407 1 2
Tunbridge Wells to Maresfield	6 8 4	54 16 8	- - -	- - -	6 6 0	- - -	480 14 3
Ditto, New Road	1 19 8	43 1 8	- - -	- - -	34 4 0	- - -	263 19 6
Tunbridge Wells to Uckfield	19 14 8	48 17 2	135 8 0	- - -	9 15 2	- - -	637 12 11
Worthing and Branch	12 12 1	83 2 6	- - -	- - -	8 4 0	49 0 0	446 4 4
Worthing and Lancing	- - -	- - -	209 0 0	- - -	0 12 0	- - -	241 18 6
£	591 9 7	5,457 4 11	445 17 2	2,566 8 4	513 5 3	49 0 0	24,334 19 0
COUNTY OF WARWICK.							
Alcester (United)	53 19 8	143 6 4	91 0 6	- - -	5 19 4	- - -	2,101 18 0
Anasley and Whitacre	- - -	7 3 0	- - -	- - -	19 6 11	- - -	82 2 6
Bentley Lane	- - -	17 19 5	- - -	- - -	16 15 6	- - -	264 18 9
Ditto, Branch	- - -	11 12 10	- - -	- - -	2 12 5	- - -	98 1 5
Birmingham and Blakedown Pool	9 10 3	174 14 0	- - -	- - -	47 13 3	- - -	910 15 11
Birmingham and Sperial Ash	21 11 6	31 10 0	- - -	- - -	36 1 6	- - -	1,021 11 9
Birmingham to Stonebridge	9 5 0	26 16 0	- - -	- - -	22 10 1	- - -	754 11 3
Birmingham and Stratford-on-Avon	32 11 10	56 5 0	78 3 3	200 0 0	45 14 1	- - -	1,379 1 1
Birmingham, Warwick, and Warminster	19 18 1	231 12 9	- - -	(p) 270 0 0	66 2 11	- - -	1,624 16 6
Birmingham and Watford Gap	6 0 11	170 0 0	- - -	1,000 0 0	63 7 9	- - -	2,182 4 2
Ditto, Kingsbury Branch	- - -	28 0 0	- - -	- - -	2 8 0	- - -	223 11 6
Castle Bromwich and Birmingham (United)	- - -	58 1 11	18 8 6	- - -	9 13 3	- - -	499 8 3
Coventry and Stoney Stanton	- - -	127 10 1	- - -	- - -	12 17 6	- - -	435 18 7

(Continued from page 67.)

(a) For debts of 330l.

(b) Including 800l. at 4 per cent.

(c) For debts of 150l.

(g) Including arrears unclaimed.

(h) Including 1,627l. 11s. 8d. stock and cash in hand unclaimed.

(i) For debts of 325l.

(n) Including 4,550l. at one penny per cent. until the preference debt is paid off.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	123 17 4	123 17 4
1,740 0 0	5	- - -	- - -	17 0 1	17 0 1	- - -	- - -	- - -	- - -	- - -	- - -
4,010 0 0	4½	- - -	43 14 8	14 18 0	4,068 12 8	- - -	- - -	- - -	- - -	145 19 4	145 19 4
6,539 0 0	3½	- - -	- - -	- - -	6,539 0 0	- - -	- - -	- - -	- - -	220 9 2	220 9 2
10,000 0 0	2	- - -	- - -	- - -	10,000 0 0	- - -	- - -	- - -	- - -	41½ 10 9	411 10 9
6,073 0 0	5	- - -	- - -	137 0 9	6,210 0 9	- - -	- - -	- - -	- - -	- - -	- - -
2,350 0 0	1	88 12 11	23 10 0	- - -	2,462 2 11	- - -	- - -	- - -	67 10 0	827 8 4	827 8 4
2,525 0 0	4	13 0 0	- - -	- - -	13 0 0	- - -	- - -	- - -	- - -	157 9 9	224 19 9
686 5 0	4	- - -	- - -	38 4 10	2,563 4 10	- - -	- - -	- - -	2 13 4	544 17 8	544 17 8
1,900 0 0	1½	- - -	- - -	- - -	686 5 0	- - -	- - -	- - -	- - -	2 13 4	2 13 4
- - -	- - -	- - -	- - -	- - -	1,928 10 0	- - -	- - -	- - -	- - -	96 17 2	96 17 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	75 12 6	75 12 6
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	4 7 5	4 7 5
3,415 0 0	5	15 0 0	- - -	- - -	15 0 0	- - -	- - -	- - -	- - -	447 5 0	447 5 0
23,697 0 0	3	- - -	7,581 0 0	- - -	12,996 0 0	- - -	- - -	- - -	- - -	184 4 8	184 4 8
3,134 10 0	3	- - -	651 12 10	- - -	24,348 12 10	- - -	- - -	- - -	- - -	802 1 1	802 1 1
3,600 0 0	4	62 16 3	206 18 1	- - -	3,134 10 0	- - -	- - -	- - -	- - -	75 14 6	75 14 6
11,890 0 0	5	- - -	7,389 8 10	- - -	3,869 14 4	- - -	- - -	- - -	- - -	187 15 2	187 15 2
20,102 14 0	5	311 9 4	43,637 2 8	- - -	19,279 8 10	- - -	- - -	- - -	- - -	42 10 2	42 10 2
5,250 0 0	1	141 8 4	- - -	- - -	64,051 6 0	- - -	- - -	- - -	- - -	122 4 3	122 4 3
12,887 12 0	1	774 11 0	- - -	- - -	141 8 4	- - -	- - -	- - -	- - -	293 18 8	293 18 8
7,910 0 0	4	50 0 0	(g) 1,445 8 0	- - -	5,250 0 0	- - -	- - -	- - -	6 9 0	12 12 1	12 12 1
1,389 0 0	5	183 8 0	1,723 0 0	- - -	14,662 3 0	- - -	- - -	- (h) 1,734 11 8	- - -	209 10 7	215 19 7
- - -	- - -	117 10 7	- - -	- - -	8,505 8 0	- - -	- - -	- - -	- - -	446 12 3	2,181 3 11
- - -	- - -	- - -	- - -	- - -	3,286 8 0	- - -	- - -	- - -	- - -	42 6 5	42 6 5
- - -	- - -	- - -	- - -	- - -	117 10 7	- - -	- - -	15 0 0	- - -	352 1 6	367 1 6
5,975 0 0	3	- - -	- - -	- - -	5,975 0 0	- - -	- - -	- - -	- - -	15 15 5	15 15 5
- - -	- - -	90 10 7	- - -	- - -	90 10 7	- - -	- - -	- - -	- - -	50 9 9	50 9 9
2,700 0 0	5	- - -	(k) - - -	- - -	2,700 0 0	- - -	- - -	- - -	- - -	36 18 8	36 18 8
76 0 0	5	- - -	16 15 10	16 17 1	103 12 11	- - -	- - -	- - -	- - -	- - -	- - -
4,906 16 0	5	- - -	- - -	- - -	4,906 16 0	- - -	- - -	- - -	- - -	155 10 2	155 10 2
- - -	- - -	30 0 0	- - -	- - -	30 0 0	- - -	- - -	- - -	- - -	276 12 1	276 12 1
8,299 4 0	4	- - -	475 15 4	- - -	8,774 19 4	- - -	- - -	- - -	- - -	106 15 0	106 15 0
6,727 10 0	5	- - -	6,603 16 1	- - -	13,231 6 1	- - -	1 0 0	- - -	5 0 0	115 15 1	121 15 1
1,400 0 0	5	110 18 10	210 0 0	- - -	1,720 18 10	- - -	- - -	- - -	- - -	423 15 5	423 15 5
5,350 0 0	3½	- - -	- - -	- - -	5,350 0 0	- - -	- - -	- - -	- - -	358 14 10	358 14 10
11,039 10 0	1	- - -	- - -	- - -	11,039 10 0	- - -	- - -	- - -	- - -	173 15 2	173 15 2
2,320 0 0	5	183 0 9	86 4 0	- - -	2,589 4 9	- - -	- - -	- - -	- - -	649 5 8	649 5 8
1,553 0 0	4	- - -	62 2 4	- - -	1,615 2 4	- - -	- - -	- - -	- - -	72 5 0	72 5 0
(m) 1,170 0 0	(m)	- - -	- - -	- - -	1,170 0 0	- - -	- - -	- - -	- - -	11 0 7	11 0 7
500 0 0	4	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	- - -	43 17 10	43 17 10
15,859 0 0	5	1,311 18 1	9,422 9 5	- - -	26,584 7 6	- - -	- - -	- - -	- - -	93 11 0	93 11 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	142 5 9	142 5 9
1,650 0 0	4	- - -	10 0 0	- - -	1,660 0 0	- - -	- - -	- - -	- - -	47 12 7	47 12 7
(n) 5,500 0 0	2½	- - -	23 15 0	- - -	5,523 15 0	- - -	- - -	- - -	- - -	81 9 10	81 9 10
3,567 10 0	5	- - -	538 2 6	- - -	4,125 12 6	- - -	- - -	- - -	- - -	351 18 9	351 18 9
(o) 1,200 0 0	5	- - -	- - -	- - -	1,200 0 0	- - -	- - -	- - -	- - -	266 9 3	266 9 3
1,100 0 0	4	- - -	- - -	144 6 5	1,244 6 5	- - -	- - -	- - -	- - -	- - -	- - -
1,000 0 0	5	144 7 2	50 0 0	- - -	1,194 7 2	- - -	- - -	- - -	- - -	464 7 2	464 7 2
1,662 10 0	5	- - -	83 2 6	- - -	1,745 12 6	- - -	- - -	- - -	- - -	118 7 1	118 7 1
7,405 10 0	5	518 13 9	8,468 0 1	- - -	16,392 3 10	- - -	- - -	- - -	- - -	116 10 7	116 10 7
22,156 11 0	- - -	4,147 5 7	98,680 8 2	368 7 2	315,352 11 11	- - -	1 0 0	15 0 0	1,816 4 0	10,000 8 5	11,832 12 5
1,600 0 0	4	- - -	- - -	- - -	1,600 0 0	- - -	- - -	- - -	- - -	155 1 5	155 1 6
2,600 0 0	5	181 5 8	4,810 0 0	146 2 8	7,737 8 4	- - -	- - -	- - -	58 5 5	- - -	58 5 5
367 0 0	5	- - -	- - -	69 5 5	436 5 5	- - -	- - -	- - -	- - -	- - -	- - -
240 0 0	5	- - -	1 18 6	- - -	241 18 6	- - -	- - -	- - -	- - -	45 0 3	45 0 3
2,434 0 0	5	51 6 4	49 15 0	- - -	3,525 1 4	- - -	- - -	- - -	- - -	30 0 1	30 0 1
800 0 0	4½	- - -	76 10 0	- - -	876 10 0	63 0 3	- - -	- - -	- - -	144 9 6	207 9 9
636 0 0	5	13 11 9	15 18 0	55 0 11	720 10 8	- - -	- - -	- - -	- - -	- - -	- - -
1,000 0 0	4½	- - -	- - -	- - -	1,000 0 0	104 15 0	- - -	- - -	- - -	245 9 0	350 4 0
3,610 9 7	4	- - -	88 14 5	- - -	3,699 4 0	- - -	- - -	- - -	- - -	79 6 6	79 6 6
3,000 0 0	4	- - -	- - -	306 19 1	3,306 19 1	- - -	- - -	- - -	- - -	- - -	- - -
700 0 0	4	1 1 0	- - -	- - -	701 1 0	- - -	- - -	- - -	- - -	- - -	- - -
1,200 0 0	5	- - -	16 13 4	- - -	1,216 13 4	- - -	- - -	- - -	- - -	3 3 2	3 3 2
3,559 16 6	5	- - -	2,400 1 4	11 5 5	5,971 3 3	- - -	- - -	- - -	- - -	- - -	- - -

(d) For debts of 200l. (e) Including 2,415l. at 1½ per cent., and 766l. not bearing interest. (f) For debts of 525l.
(k) Extinguished by consent. (l) For a debt of 200l. (m) Debentures not signed.
(o) Including 400l. at 4 per cent. (p) For debts of 300l.

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.									
	Balance in Treasurers' Hands, 1st Jan. 1859.		Balance due to the Treasurers, 1st Jan. 1859.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.				
COUNTY OF WARWICK —continued.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Coventry and Wolvey - -	47	6 1	-	- -	225	18 4	-	- -	-	- -	-	- -		
Dunchurch and Southam -	-	- -	5	7 11	167	5 0	60	0 0	-	- -	1	0 0		
Dunchurch and Stonebridge -	18	4 9	-	- -	504	14 1	-	- -	2	2 0	-	- -		
Evesham and Alcester, Alcester District - - -	196	15 2	-	- -	231	18 4	-	- -	-	- -	-	- -		
Filiongley and Over Whitaker -	78	14 10	-	- -	176	16 8	-	- -	-	- -	-	- -		
Finford Bridge and Banbury -	30	3 10	-	- -	683	0 0	-	- -	-	- -	-	- -		
Great Kington and Wellesbourne -	19	13 5	-	- -	248	12 4	-	- -	-	- -	0	12 0		
Hinckley and Coventry - - -	379	1 9	-	- -	1,081	5 5	-	- -	-	- -	8	0 1		
Mancetter and Wolvey Heath -	-	- -	60	12 10	287	0 0	-	- -	2	5 0	-	- -		
Rugby and Hinckley - - -	305	18 9	-	- -	394	6 8	-	- -	0	5 3	2	8 6		
Rugby and Kilworth - - -	160	15 4	-	- -	229	0 0	-	- -	-	- -	-	- -		
Rugby and Lutterworth - - -	158	12 11	-	- -	276	5 0	-	- -	0	6 0	-	- -		
Rugby and Warwick - - -	33	4 6	-	- -	294	15 0	-	- -	0	2 0	-	- -		
Southam and Kineton - - -	128	8 7	-	- -	108	3 4	210	10 0	-	- -	-	- -		
Stonebridge and Kenilworth -	26	0 7	-	- -	132	18 9	-	- -	-	- -	-	- -		
Stratford and Edghill - - -	56	18 0	-	- -	327	13 4	85	10 0	-	- -	-	- -		
Stratford-upon-Avon and Long Compton - - -	199	5 8	-	- -	1,172	2 8	-	- -	-	- -	-	- -		
Warwick, Coventry, and Leam- ington - - -	111	2 7	-	- -	915	0 0	79	19 11	-	- -	30	0 0		
Warwick and Paddlebrook and Stratford - - -	77	17 0	-	- -	1,066	10 2	-	- -	0	2 6	59	17 6		
Watling Street - - -	283	18 2	-	- -	566	0 0	-	- -	2	8 0	-	- -		
Wellesbourn and Stratford -	94	6 1	-	- -	195	14 6	-	- -	-	- -	10	0 0		
£	3,807	5 6	407	5 4	19,788	14 9	435	19 11	-	- -	7	12 9	183	4 2
COUNTY OF WESTMORLAND.														
Ambleside - - -	-	- -	271	17 6	1,000	0 0	-	- -	-	- -	17	11 8	-	- -
Appleby and Kendal - - -	190	8 9	-	- -	497	19 10	-	- -	-	- -	3	17 5	-	- -
Brough and Bowes - - -	396	6 7	-	- -	353	19 9	-	- -	-	- -	23	6 8	-	- -
Brough and Eamont Bridge -	244	0 6	-	- -	580	0 0	-	- -	0	2 0	3	0 0	-	- -
Brough and Middleton - - -	-	- -	19	1 6	231	0 0	1	18 0	14	4 0	6	10 0	-	- -
Heronsyke and Eamont Bridge -	357	9 0	-	- -	763	0 0	-	- -	-	- -	14	5 0	-	- -
Kirkby Lonsdale, Kendal, and Milnthorpe - - -	457	10 8	-	- -	592	10 3	-	- -	-	- -	7	13 2	-	- -
Kirkby Stephen and Hawes -	2	0 7	-	- -	235	0 0	-	- -	-	- -	-	- -	-	- -
Maiden Castle and Barrow's Brow to the Coal Works - - -	-	- -	284	7 1	69	5 4	-	- -	-	- -	16	15 3	-	- -
Milnthorpe and Levens - - -	288	11 8	-	- -	327	0 0	-	- -	-	- -	7	17 9	-	- -
£	1,936	2 9	575	6 1	4,649	15 2	1	18 0	14	4 0	0	2 0	100	16 11
COUNTY OF WILTS.														
Amesbury - - -	16	0 1	-	- -	500	10 4	-	- -	4	16 0	3	16 0	-	- -
Beckhampton - - -	106	10 9	-	- -	566	0 5	-	- -	-	- -	-	- -	200	0 0
Bradford - - -	-	- -	15	1 7	683	6 8	-	- -	-	- -	57	8 10	-	- -
Burford, Lechlade, and Swindon -	193	18 2	-	- -	669	0 0	-	- -	-	- -	-	- -	-	- -
Calne - - -	316	9 0	-	- -	523	8 4	-	- -	-	- -	14	8 10	-	- -
Calne, Hillmarton, and Lyneham -	200	0 7	-	- -	175	0 0	224	3 8	-	- -	-	- -	-	- -
Chippenham - - -	-	- -	76	10 10	1,350	0 0	-	- -	-	- -	16	0 0	-	- -
Cirencester and Wootton Bassett : Ashton Keynes District - - -	21	12 10	-	- -	159	10 0	-	- -	-	- -	-	- -	-	- -
Crudwell and Minty District -	2	16 6	-	- -	48	6 10	-	- -	-	- -	-	- -	-	- -
Wootton Bassett District - - -	260	11 11	-	- -	32	6 8	-	- -	-	- -	-	- -	-	- -
Corsham - - -	280	13 4	-	- -	524	15 11	-	- -	-	- -	43	18 4	-	- -
Devizes (Consolidated) - - -	-	- -	356	2 6	2,019	10 9	-	- -	-	- -	14	13 11	-	- -
Draycot, or Upper District - -	8	10 0	-	- -	177	0 0	-	- -	-	- -	-	- -	-	- -
Everley - - -	-	- -	163	7 9	410	10 3	-	- -	-	- -	1	10 0	-	- -
Fisherton, Wilton, Heytesbury, Willoughby Edge and Redbone -	891	11 5	-	- -	977	12 8	-	- -	-	- -	154	2 0	-	- -
Holt - - -	98	18 3	-	- -	155	18 11	-	- -	-	- -	10	0 0	-	- -
Kennet and Amesbury - - -	353	9 7	-	- -	471	17 0	-	- -	-	- -	-	- -	-	- -
Malmesbury, First District -	127	12 3	-	- -	688	7 6	-	- -	-	- -	-	- -	-	- -
Ditto, Second District - - -	65	13 1	-	- -	1,126	10 0	-	- -	-	- -	-	- -	-	- -
Ditto, Third District - - -	14	8 2	-	- -	482	5 0	222	13 0	-	- -	-	- -	-	- -
Marlborough and Froxfield - -	277	2 11	-	- -	424	10 0	-	- -	-	- -	1	0 0	-	- -
Marlborough and Salisbury - -	191	11 10	-	- -	887	1 7	-	- -	-	- -	-	- -	-	- -
Marshfield - - -	170	7 4	-	- -	422	5 0	-	- -	-	- -	2	2 0	-	- -
Melksham - - -	57	2 2	-	- -	741	9 5	-	- -	-	- -	51	17 0	-	- -
Sarum and Eling, Eling District -	775	7 7	-	- -	817	8 3	-	- -	-	- -	19	5 6	-	- -
Ditto, Locombe District - - -	60	10 7	-	- -	172	8 5	-	- -	-	- -	-	- -	-	- -

(a) Including cartage, &c.

(b) Contract work.

(c) Allowance to parishes.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
223 18 4	78 16 2	3 18 6	15 5 9	- - -	- - -	9 9 8	- - -	10 10 0	20 0 0
228 3 0	34 10 4	11 8 0	53 1 0	- - -	- - -	22 3 0	- - -	5 0 0	- - -
306 16 1	248 19 6	38 9 2	24 12 3	- - -	19 10 1	20 11 9	- - -	- - -	60 0 0
231 18 4	90 3 0	47 18 6	63 17 4	- - -	0 12 6	40 0 4	- - -	- - -	37 13 0
176 16 8	49 0 9	20 0 3	37 7 7	- - -	- - -	- - -	- - -	- - -	20 0 0
683 0 0	234 12 6	33 16 4	133 16 4	- - -	- - -	61 6 1	20 0 0	12 10 0	45 0 0
349 4 4	127 18 2	62 16 4	8 12 6	- - -	2 16 3	1 15 8	3 0 0	- - -	10 0 0
1,089 5 6	443 8 8	79 2 3	404 16 1	- - -	- - -	24 10 5	- - -	31 10 0	60 0 0
389 5 0	83 15 8	23 18 0	- - -	- - -	- - -	15 15 7	- - -	15 0 0	20 0 0
397 0 5	86 12 0	4 6 0	13 14 4	- - -	- - -	12 2 9	5 5 0	11 11 0	18 0 0
229 0 0	57 17 10	0 18 9	16 13 2	- - -	- - -	11 7 1	5 5 0	11 11 0	18 0 0
276 11 0	87 4 5	5 5 3	14 7 11	- - -	- - -	16 8 4	5 5 0	11 11 0	25 3 4
294 17 0	114 8 0	29 16 5	12 13 9	- - -	- - -	12 1 11	5 5 0	11 11 0	18 0 0
318 13 4	(a) 209 14 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
132 18 9	14 13 6	- - -	3 8 6	- - -	- - -	2 17 8	- - -	5 5 0	5 5 0
413 3 4	156 18 11	82 15 0	52 15 8	- - -	4 14 9	12 6 2	- - -	5 0 0	- - -
1,172 2 8	(b) 453 15 7	- - -	- - -	- - -	- - -	53 8 10	- - -	31 10 0	52 0 0
1,024 19 11	292 5 4	93 4 9	150 0 11	- - -	- - -	28 5 4	- - -	31 10 0	50 0 0
1,126 10 2	521 12 7	136 7 8	161 8 8	- - -	7 2 1	106 19 7	- - -	25 0 0	191 13 4
368 8 0	126 12 11	74 19 9	46 3 6	- - -	- - -	35 14 10	- - -	20 0 0	50 0 0
205 14 8	120 7 6	40 16 0	29 11 6	- - -	4 18 6	26 6 3	- - -	5 5 0	38 6 8
20,415 11 7	6,866 10 5	1,869 9 5	3,211 9 9	- - -	103 13 9	1,394 9 2	84 0 0	464 7 9	1,592 0 7
1,017 11 8	426 0 0	46 0 0	38 13 8	- - -	- - -	22 6 8	2 2 0	20 0 0	30 0 0
501 17 3	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	10 0 0
377 6 3	29 3 9	34 8 5	151 17 5	- - -	1 10 0	- - -	7 0 0	7 0 0	15 15 0
583 2 0	131 19 9	29 1 9	22 6 2	- - -	- - -	0 7 0	- - -	15 0 0	60 0 0
253 12 0	50 12 11	11 0 9	61 3 0	- - -	5 19 4	7 3 5	10 0 0	25 0 0	- - -
777 5 0	- - -	- - -	- - -	- - -	- - -	33 2 7	15 0 0	10 0 0	26 5 0
600 3 5	114 5 0	13 13 8	4 14 4	- - -	- - -	11 2 11	5 0 0	10 0 0	20 0 0
235 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2 0 0	- - -
86 0 7	13 4 0	11 16 0	45 11 8	- - -	- - -	3 6 9	5 0 0	5 0 0	15 15 0
334 17 9	- - -	- - -	- - -	- - -	- - -	8 7 3	5 0 0	5 0 0	5 0 0
4,766 16 1	765 6 5	146 0 7	324 6 3	- - -	7 9 4	85 16 7	54 2 0	109 0 0	182 13 0
399 2 4	(b) 88 11 9	- - -	- - -	- - -	- - -	55 5 11	10 0 0	30 0 0	30 0 0
766 0 5	86 3 6	25 4 0	- - -	- - -	- - -	45 6 11	10 10 0	20 0 0	60 0 0
740 15 6	95 7 1	23 19 9	97 12 3	- - -	- - -	21 16 2	- - -	20 0 0	50 0 0
669 0 0	(c) 350 0 0	- - -	- - -	- - -	- - -	30 16 9	10 0 0	20 0 0	- - -
537 17 2	141 18 6	78 2 6	86 11 6	- - -	8 12 0	98 17 11	(d) 20 8 0	5 0 0	80 0 0
399 3 8	120 5 8	66 19 10	31 14 4	- - -	3 17 4	1 6 6	5 5 0	4 4 0	18 0 0
1,366 0 0	421 17 11	156 9 5	377 5 4	- - -	4 12 0	60 11 3	- - -	20 0 0	100 0 0
159 10 0	- - -	- - -	- - -	- - -	- - -	5 8 5	- - -	7 18 4	6 0 0
48 6 10	- - -	- - -	- - -	- - -	- - -	2 10 9	- - -	3 8 4	- - -
32 6 8	- - -	- - -	- - -	- - -	- - -	4 4 7	- - -	5 13 4	4 0 0
368 14 3	212 0 3	97 17 7	200 15 5	- - -	8 3 8	27 10 5	- - -	15 0 0	50 0 0
2,034 4 8	476 19 8	293 1 5	534 3 4	- - -	3 19 6	73 4 4	- - -	35 0 0	150 0 0
177 0 0	94 10 0	23 16 8	12 18 6	- - -	- - -	4 10 0	- - -	- - -	25 0 0
412 0 3	64 10 8	71 17 7	30 18 10	- - -	- - -	2 9 5	10 0 0	25 0 0	50 0 0
1,131 14 8	415 7 2	200 16 9	62 8 2	- - -	4 8 4	101 13 2	38 6 8	60 0 0	190 0 0
165 18 11	- - -	- - -	- - -	- - -	- - -	23 6 5	5 5 0	- - -	- - -
471 17 0	- - -	- - -	- - -	- - -	- - -	11 15 5	10 0 0	20 0 0	30 0 0
688 7 6	192 8 3	66 15 8	132 4 3	- - -	16 19 3	32 14 1	- - -	20 0 0	30 0 0
1,126 10 0	(e) 367 9 11	56 3 11	192 2 5	- - -	9 15 4	44 10 11	- - -	20 0 0	70 0 0
704 18 0	(e) 157 10 2	62 4 6	119 14 0	- - -	8 14 7	24 5 9	4 4 0	21 0 0	30 0 0
425 10 0	42 2 0	27 12 6	45 18 4	- - -	- - -	34 18 11	- - -	20 0 0	15 0 0
887 1 7	145 8 10	193 18 7	217 7 6	- - -	- - -	19 9 11	- - -	25 0 0	75 0 0
424 7 0	194 4 11	70 11 11	23 6 8	- - -	12 0 2	18 11 6	- - -	15 0 0	65 0 0
793 6 5	121 3 11	71 8 8	110 0 10	- - -	10 8 11	47 0 10	21 0 0	- - -	40 0 0
836 8 9	(b) 460 0 0	- - -	- - -	- - -	- - -	60 10 4	25 0 0	50 0 0	135 0 0
172 8 5	(b) 80 0 0	- - -	- - -	- - -	- - -	13 16 10	10 0 0	10 0 0	15 0 0

(d) Including 12*l.* to accountant.

(e) Including contract work.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF WARWICK —continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Coventry and Wolvey - - -	- - -	- - -	- - -	- - -	5 9 10	- - -	143 9 11
Dunchurch and Southam - - -	- - -	82 5 7	- - -	- - -	4 16 10	- - -	213 4 9
Dunchurch and Stonebridge - - -	30 3 11	- - -	- - -	- - -	18 3 0	- - -	460 9 8
Evesham and Alcester, Alcester District - - -	15 12 10	19 11 8	- - -	- - -	0 16 4	- - -	316 7 6
Fillongley and Over Whitaker - - -	11 14 3	16 7 8	- - -	- - -	19 11 10	- - -	174 2 4
Finford Bridge and Banbury - - -	- - -	97 19 7	- - -	- - -	- - -	- - -	639 0 10
Great Kington and Wellesbourne - - -	- - -	- - -	- - -	- - -	14 19 1	- - -	231 18 0
Hinckley and Coventry - - -	- - -	9 15 10	- - -	- - -	58 17 8	- - -	1,112 0 11
Mancetter and Wolvey Heath - - -	- - -	43 0 8	- - -	- - -	12 3 11	- - -	213 13 10
Rugby and Hinckley - - -	1 4 8	127 0 9	- - -	- - -	7 5 2	- - -	287 1 8
Rugby and Kilworth - - -	0 9 8	29 7 5	- - -	- - -	5 4 10	- - -	156 16 9
Rugby and Lutterworth - - -	1 4 8	- - -	- - -	- - -	4 9 9	- - -	170 19 8
Rugby and Warwick - - -	1 4 8	74 16 0	- - -	- - -	6 0 10	- - -	285 17 7
Southam and Kineton - - -	2 2 0	91 9 9	- - -	- - -	13 19 6	- - -	317 6 0
Stonebridge and Kenilworth - - -	2 12 6	- - -	- - -	88 12 6	8 8 6	- - -	126 3 2
Stratford and Edghill - - -	- - -	35 1 0	- - -	50 0 0	2 5 4	- - -	401 16 10
Stratford-upon-Avon and Long Compton - - -	- - -	200 17 2	- - -	200 0 0	(f)192 11 1	- - -	1,189 2 8
Warwick, Coventry, and Leam- ington - - -	33 16 5	139 11 0	25 0 0	170 0 0	35 6 6	- - -	1,049 0 3
Warwick and Paddlebrook and Stratford - - -	4 3 0	8 16 3	- - -	- - -	9 12 10	- - -	1,173 3 0
Watling Street - - -	- - -	46 10 2	- - -	- - -	16 14 6	- - -	416 15 8
Wellesbourn and Stratford - - -	0 18 8	- - -	- - -	- - -	1 10 0	- - -	268 0 1
£	258 4 6	2,107 1 10	212 12 3	1,978 12 6	784 18 10	- - -	20,927 10 9
COUNTY OF WESTMORLAND.							
Ambleside - - -	67 0 10	79 1 1	27 1 6	- - -	7 16 6	- - -	766 2 3
Appleby and Kendal - - -	- - -	111 4 10	- - -	(g) 320 19 3	17 10 11	- - -	474 15 0
Brough and Bowes - - -	- - -	27 0 0	- - -	100 0 0	3 17 6	- - -	377 12 1
Brough and Eamont Bridge - - -	- - -	183 16 3	- - -	(i) 120 0 0	7 16 0	- - -	520 6 11
Brough and Middleton - - -	- - -	- - -	- - -	- - -	6 14 11	14 4 0	191 19 4
Heronyske and Eamont Bridge - - -	- - -	471 10 4	- - -	(h) 300 0 0	14 6 4	- - -	870 4 3
Kirkby Lonsdale, Kendal, and Milnthorpe - - -	- - -	128 3 5	- - -	(b) 198 15 0	7 15 9	- - -	513 10 1
Kirkby Stephen and Hawes - - -	- - -	52 6 0	- - -	(m) 169 19 8	7 16 0	- - -	232 1 8
Maiden Castle and Barrow's Brow to the Coal Works - - -	- - -	11 5 0	- - -	- - -	3 17 6	- - -	114 15 11
Milnthorpe and Levens - - -	- - -	141 13 11	- - -	(n) 250 0 0	4 2 10	- - -	419 4 0
£	67 0 10	1,156 0 10	27 1 6	1,459 13 11	81 14 3	14 4 0	4,480 11 6
COUNTY OF WILTS.							
Amesbury - - -	27 13 7	119 11 7	20 0 0	- - -	10 13 6	- - -	391 16 4
Beckhampton - - -	- - -	35 11 8	150 0 0	- - -	32 16 8	- - -	465 12 5
Bradford - - -	48 1 6	99 13 0	- - -	- - -	43 19 11	- - -	500 9 2
Burford, Leachlade, and Swindon - - -	1 10 0	89 1 8	- - -	300 0 0	13 2 10	- - -	814 11 2
Calne - - -	18 15 2	16 0 0	155 1 0	- - -	15 12 6	- - -	725 19 9
Calne, Hillmarton, and Lyneham - - -	- - -	145 19 8	- - -	- - -	6 3 8	- - -	403 15 5
Chippenham - - -	20 2 10	76 9 1	- - -	- - -	4 2 7	- - -	1,241 10 0
Cirencester and Wootton Bassett : Ashton Keynes District - - -	- - -	105 2 5	- - -	- - -	- - -	- - -	124 9 0
Crudwell and Minty District - - -	- - -	30 0 0	- - -	- - -	9 0 0	- - -	44 19 0
Wootton Bassett District - - -	- - -	- - -	- - -	- - -	- - -	- - -	13 17 1
Corsham - - -	11 12 4	- - -	- - -	- - -	5 18 1	- - -	628 17 0
Devizes (Consolidated) - - -	1 10 0	48 10 10	52 18 3	- - -	(p) 115 0 10	- - -	1,784 8 0
Draycot, or Upper District - - -	14 0 10	- - -	- - -	- - -	3 4 0	- - -	178 0 0
Everley - - -	1 10 0	- - -	- - -	- - -	13 3 10	- - -	269 10 0
Fisherton, Wilton, Heytesbury, Willoughby Edge, and Redhone - - -	35 6 8	- - -	5 0 0	- - -	23 16 6	- - -	1,076 3 0
Holt - - -	13 19 2	43 8 4	- - -	(r) 80 0 0	11 5 11	- - -	177 4 1
Kennet and Amesbury - - -	6 11 0	25 0 0	- - -	300 0 0	17 13 1	- - -	420 19 0
Malmesbury, First District - - -	- - -	97 3 9	- - -	(s) 180 0 0	12 1 4	- - -	780 7 0
Ditto, Second District - - -	- - -	272 10 6	- - -	- - -	12 18 4	- - -	1,045 11 0
Ditto, Third District - - -	- - -	278 9 9	- - -	- - -	11 3 3	- - -	717 6 0
Marlborough and Froxfield - - -	8 0 6	18 8 2	- - -	100 0 0	19 10 11	- - -	331 11 0
Marlborough and Salisbury - - -	11 6 0	101 14 1	- - -	- - -	24 9 2	- - -	813 14 0
Marshfield - - -	- - -	27 8 4	- - -	- - -	8 15 6	- - -	434 19 0
Melksham - - -	16 17 4	249 8 1	- - -	- - -	30 11 2	- - -	717 19 0
Sarum and Eling, Eling District - - -	24 4 7	- - -	- - -	- - -	32 18 5	- - -	787 13 0
Ditto, Locombe District - - -	10 17 2	- - -	4 11 10	- - -	0 15 0	- - -	145 0 1

(a) Reduced by new Act.
(g) For debts of 380l. 14s. 7d.
(n) For debts of 500l.

(b) Increased from last return.
(h) Including 50l. at 2 per cent.
(o) Including 100l. at 5 per cent.

(c) Including 955l. claims disputed.
(i) For debts of 204l.
(p) Including 65l. lighting.

(Continued from page 71.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
41 0 10	4	- - -	8 17 4	- - -	49 18 2	- - -	- - -	- - -	- - -	129 14 6	129 14 6
3,377 5 0	2½	- - -	84 8 6	- - -	3,461 13 6	- - -	- - -	- - -	- - -	9 12 4	9 12 4
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	64 11 2	64 11 2
500 0 0	4	- - -	- - -	- - -	500 0 0	42 3 4	- - -	- - -	- - -	112 6 0	154 9 4
546 10 0	4	- - -	10 8 0	- - -	556 18 0	17 11 8	- - -	- - -	- - -	81 9 2	99 0 10
2,345 0 0	(a) 3	- - -	(b) 131 16 0	- - -	2,476 16 0	- - -	294 15 0	- - -	- - -	74 3 0	368 18 0
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	36 19 9	36 19 9
500 0 0	5	- - -	15 0 0	- - -	515 0 0	- - -	- - -	- - -	- - -	356 6 4	356 6 4
800 0 0	5	- - -	- - -	- - -	800 0 0	- - -	- - -	- - -	128 4 4	14 18 4	143 2 8
2,705 0 0	5	3 13 2	9 11 3	- - -	2,718 4 5	- - -	- - -	- - -	- - -	415 17 6	415 17 6
1,119 3 4	3½	1 1 2	65 3 0	- - -	1,185 7 6	- - -	- - -	- - -	- - -	232 18 7	232 18 7
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	264 4 3	264 4 3
1,528 4 0	5	2 1 4	- - -	- - -	1,530 5 4	- - -	- - -	- - -	- - -	42 3 11	42 3 11
5,000 0 0	4½	- - -	1,095 0 0	- - -	6,095 0 0	- - -	- - -	- - -	- - -	129 15 11	129 15 11
(c) 1,551 7 10	(d) 4½	- - -	(e) 627 14 3	- - -	1,979 2 1	- - -	- - -	- - -	- - -	32 16 2	32 16 2
1,740 0 0	2	- - -	- - -	- - -	1,740 0 0	- - -	- - -	- - -	- - -	68 4 6	68 4 6
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
5,150 0 0	4	- - -	37 14 0	- - -	5,187 14 0	- - -	- - -	- - -	- - -	122 5 8	122 5 8
3,990 0 0	5	49 8 7	116 3 2	- - -	3,055 11 9	- - -	- - -	- - -	- - -	87 2 3	87 2 3
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
200 0 0	4½	- - -	- - -	- - -	200 0 0	8 13 4	- - -	- - -	- - -	31 4 2	39 17 5
950 0 0	5	- - -	- - -	- - -	950 0 0	- - -	- - -	- - -	- - -	435 10 6	435 10 6
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	32 0 6	32 0 6
53,480 17 1	- -	303 9 0	9,661 6 1	588 13 6	64,034 5 8	236 3 7	294 15 0	- -	186 9 9	3,476 14 6	4,194 2 10
1,794 10 0	4½	- - -	- - -	20 8 1	1,814 18 1	- -	- -	- -	- -	- -	- -
3,305 11 3	3½	- - -	19 19 10	- - -	3,325 11 1	- -	- -	- -	- -	217 6 0	217 6 0
(h) 550 0 0	4½	- - -	2 0 0	- - -	552 0 0	- -	- -	- -	366 16 1	396 0 11	762 17 0
4,179 0 0	3	- - -	- - -	- - -	4,179 0 0	- -	- -	- -	- -	306 15 7	306 15 7
1,620 0 0	1d.	- - -	- - -	- - -	1,620 0 0	- -	- -	- -	- -	42 11 2	42 11 2
15,384 15 3	2½	- - -	- - -	- - -	15,384 15 3	- -	- -	- -	- -	264 9 9	264 9 9
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
4,407 3 11	2½	- - -	- - -	- - -	4,407 3 11	79 13 11	- -	- -	- -	544 4 0	623 17 11
2,351 0 0	2	- - -	- - -	- - -	2,351 0 0	- -	- -	- -	- -	4 18 11	4 18 11
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
350 0 0	4½	- - -	- - -	313 2 5	563 2 5	- -	- -	- -	154 0 0	- -	154 0 0
6,927 15 1	2	- - -	- - -	- - -	6,927 15 1	- -	- -	- -	- -	204 5 5	204 5 5
40,769 15 6	- -	- -	21 19 10	333 10 6	41,125 5 10	79 13 11	- -	- -	520 16 1	1,980 11 9	2,581 1 9
3,342 10 0	4	45 19 1	17 16 2	- - -	3,626 5 3	- -	- -	- -	- -	133 6 1	133 6 1
(i) 1,000 0 0	4	276 18 0	22 18 8	- - -	1,299 16 8	- -	- -	- -	- -	406 18 5	406 18 5
2,175 0 0	4 to 5	- - -	- - -	- - -	2,175 0 0	- -	- -	- -	116 13 4	225 4 3	341 17 7
3,299 13 4	2½	- - -	- - -	- - -	3,299 13 4	- -	- -	- -	- -	48 6 11	48 6 11
400 0 0	4	90 15 4	6 13 4	- - -	497 8 8	- -	- -	- -	- -	128 7 1	128 7 1
1,450 0 0	5	- - -	913 15 0	- - -	2,363 15 0	- -	- -	- -	- -	195 8 6	195 8 6
1,500 0 0	5	- - -	- - -	- - -	1,500 0 0	- -	- -	- -	- -	47 18 9	47 18 9
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
2,628 3 0	5	- - -	2,353 8 1	- - -	4,981 11 1	- -	- -	- -	- -	56 13 8	56 13 8
1,882 8 7	5	- - -	1,496 3 5	- - -	3,378 12 0	- -	- -	- -	- -	6 4 3	6 4 3
1,844 1 6	5	- - -	2,931 17 9	- - -	4,775 19 3	- -	- -	- -	- -	279 0 8	279 0 8
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	220 9 10	220 9 10
1,500 0 0	5	40 0 0	- - -	106 6 0	1,146 6 0	- -	- -	- -	- -	- -	- -
(j) 600 0 0	5	- - -	332 0 0	- - -	932 0 0	- -	- -	- -	- -	7 10 0	7 10 0
600 0 0	4½	102 0 0	35 13 9	20 17 10	756 11 7	- -	- -	- -	- -	- -	- -
- - -	-	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- -	- -
- - -	-	195 11 7	- - -	- - -	195 11 7	- -	- -	- -	- -	947 2 8	947 2 8
1,942 1 0	2	- - -	- - -	- - -	1,942 1 0	- -	- -	- -	- -	87 12 4	87 12 4
6,050 0 0	5	11 16 8	5,248 1 0	- - -	11,309 17 5	- -	- -	- -	- -	404 7 1	404 7 1
2,600 0 0	3½	48 5 5	22 15 0	- - -	2,671 0 5	14 2 6	- -	- -	- -	35 12 9	49 15 3
9,195 7 0	3	56 11 4	212 17 1	- - -	9,374 15 5	- -	- -	- -	- -	146 11 9	146 11 9
7,560 0 0	4	48 17 11	178 8 0	- - -	7,787 5 11	37 8 4	132 9 0	- -	- -	2 0 2	171 17 6
450 0 0	4	25 0 0	26 10 0	- - -	501 10 0	- -	- -	- -	- -	371 1 7	371 1 7
4,390 0 0	4	30 0 0	1,501 14 5	- - -	5,921 14 5	- -	- -	- -	- -	264 19 4	264 19 4
700 0 0	4	- - -	- - -	- - -	700 0 0	- -	- -	- -	- -	159 15 4	159 15 4
7,159 5 0	3½	- - -	- - -	- - -	7,159 5 0	- -	- -	- -	- -	132 8 10	132 8 10
- - -	-	388 9 11	- - -	- - -	388 9 11	- -	- -	- -	- -	824 3 0	824 3 0
- - -	-	50 1 11	- - -	- - -	50 1 11	- -	- -	- -	16 0 0	87 18 2	103 18 2

(d) None payable on 396l. 7s. 10d. (e) Claimed on disputed debts. (f) Including 165l. 18s. 9d. to Clifford Trust.
(h) For debts of 571l. 8s. 6d. (i) For debts of 264l. 19s. 3d. (m) For debts of 264l.
(j) Including 100l. at 4 per cent. (r) For a debt of 107l. 4s. (s) For debts of 200l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.				
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.	
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Swindon, Calne, and Cricklade, Third District	34 16 9	- - -	315 10 0	- - -	- - -	1 4 6	3 17 0	- - -	
Swindon and Christian Malford	681 6 8	- - -	588 6 4	175 10 4	- - -	- - -	36 14 0	- - -	
Swindon and Cold Harbour	8 19 9	- - -	234 0 0	- - -	- - -	- - -	8 0 0	- - -	
Swindon, Hungerford, and Marl- borough (united)	40 9 0	- - -	758 0 0	10 0 0	- - -	0 5 0	- - -	- - -	
Swindon and Marlborough	- - -	46 2 3	207 0 0	- - -	- - -	- - -	4 13 6	- - -	
Trowbridge	296 15 4	- - -	1,560 11 6	- - -	- - -	- - -	80 18 5	- - -	
Warminster	238 17 4	- - -	912 4 0	- - -	- - -	- - -	7 10 2	- - -	
Westbury	38 17 6	- - -	662 0 0	- - -	- - -	- - -	8 13 3	- - -	
Whitesheet Hill	289 17 9	- - -	175 10 0	- - -	- - -	- - -	- - -	- - -	
Wootton Bassett and Marlborough	283 1 10	- - -	203 0 0	- - -	- - -	- - -	- - -	- - -	
£	6,404 0 3	657 4 11	20,822 16 9	632 7 0	- - -	6 5 6	540 8 9	200 0 0	
COUNTY OF WORCESTER.									
Birmingham and Bromsgrove	- - -	48 9 5	815 0 0	- - -	- - -	- - -	26 13 3	- - -	
Birmingham, Redditch, and Per- shire	553 10 1	- - -	1,081 14 3	- - -	- - -	- - -	- - -	- - -	
Broadway and Mickleton	4 4 6	- - -	105 8 4	182 4 0	- - -	- - -	2 0 0	- - -	
Doglane Gate	27 5 9	- - -	191 13 4	113 19 6	- - -	- - -	2 15 0	- - -	
Droitwich Roads	493 10 2	- - -	1,129 6 4	- - -	- - -	- - -	- - -	- - -	
Dudley and Brettell Lane	1,457 2 0	- - -	4,610 0 0	- - -	- - -	- - -	17 0 0	- - -	
Dudley, Hales Owen, and Broms- grove	664 6 8	- - -	1,051 5 0	- - -	- - -	- - -	- - -	- - -	
Dudley and New Inn	43 7 7	- - -	384 16 8	- - -	- - -	- - -	- - -	- - -	
Dudley, Pedmore, and Rowley	239 4 9	- - -	1,205 0 0	- - -	- - -	- - -	32 15 11	- - -	
Evesham, First District, Pershore Division	245 14 3	- - -	678 0 0	- - -	- - -	- - -	0 7 6	- - -	
Ditto, Stonebow Division	116 7 3	- - -	336 15 2	- - -	- - -	- - -	80 15 0	- - -	
Evesham and Alcester, Evesham District	91 12 4	- - -	265 1 1	- - -	- - -	- - -	3 15 0	- - -	
Hundred House, First District	154 5 6	- - -	814 5 0	23 0 0	- - -	- - -	- - -	- - -	
Ditto, Second District	41 0 11	- - -	134 10 0	73 0 0	- - -	- - -	- - -	- - -	
Inning's Lane	33 18 6	- - -	100 13 6	60 0 0	- - -	- - -	- - -	- - -	
Kidderminster	494 6 10	- - -	3,204 3 4	- - -	- - -	1 4 9	45 12 6	- - -	
Shelsley	- - -	33 14 10	71 3 4	58 14 10	- - -	- - -	- - -	- - -	
Stourbridge, First District	964 2 8	- - -	2,660 0 0	- - -	- - -	0 8 0	27 19 0	- - -	
Ditto, Second District	349 5 6	- - -	920 0 0	- - -	- - -	- - -	24 19 11	- - -	
Tenbury	26 2 0	- - -	405 0 0	- - -	- - -	- - -	6 0 0	- - -	
Tinker's Gate	56 1 2	- - -	60 0 0	- - -	- - -	- - -	- - -	- - -	
Upton-upon-Severn	191 17 2	- - -	628 10 0	- - -	- - -	- - -	1 9 0	- - -	
Welch Gate	422 19 6	- - -	590 15 0	81 0 0	- - -	- - -	1 5 6	- - -	
Worcester: Barbourne Roads	71 16 11	- - -	355 0 0	- - -	- - -	- - -	- - -	- - -	
Ditto, Bransford Roads	- - -	182 0 9	1,075 0 0	- - -	- - -	- - -	10 0 0	- - -	
Ditto, Broadwas Roads	73 13 6	- - -	815 0 0	- - -	- - -	- - -	16 13 3	- - -	
Ditto, Henwick and Martley Roads	923 18 7	- - -	870 0 0	- - -	- - -	- - -	7 1 0	- - -	
Ditto, London and Stonebow Roads	429 15 6	- - -	875 0 0	- - -	- - -	- - -	- - -	- - -	
Ditto, Lowesmoor Roads	- - -	37 0 8	360 0 0	231 13 0	- - -	- - -	10 0 0	- - -	
Ditto, Powick Roads	1,324 8 2	- - -	1,823 9 3	- - -	- - -	- - -	- - -	- - -	
Ditto, Upton Roads	162 12 7	- - -	460 0 0	- - -	- - -	- - -	- - -	- - -	
£	9,656 10 4	301 5 8	28,076 9 7	823 11 4	- - -	1 12 9	317 2 0	- - -	
COUNTY OF YORK.									
Balby to Worksop	- - -	0 4 4	502 0 0	196 9 3	- - -	- - -	1 3 0	- - -	
Barnsdale and Leeds, and Branch	586 6 4	- - -	1,145 17 2	- - -	- - -	- - -	8 0 0	- - -	
Barnsley and Grange Moor	284 10 9	- - -	290 0 0	- - -	- - -	- - -	8 15 0	- - -	
Barnsley and Pontefract	954 13 8	- - -	589 0 0	- - -	- - -	- - -	21 13 11	- - -	
Barnsley and Shepley Lane Head	553 18 7	- - -	210 0 0	- - -	- - -	- - -	9 5 4	- - -	
Bawtry and Selby	348 6 10	- - -	470 0 0	- - -	- - -	- - -	1 0 0	- - -	
Bawtry and Tinsley	136 8 1	- - -	735 0 0	- - -	- - -	- - -	0 1 0	- - -	
Beverley, Hessle, and North Cave	- - -	26 15 3	511 15 0	125 14 0	85 10 0	- - -	- - -	- - -	
Beverley and Kexby Bridge	- - -	180 7 4	718 0 0	- - -	- - -	- - -	- - -	- - -	
Beverley, Molescroft, &c.	59 19 8	- - -	705 0 0	175 19 4	- - -	- - -	25 0 0	- - -	
Birstal and Huddersfield	- - -	42 12 6	1,079 2 3	- - -	- - -	- - -	23 9 10	- - -	
Boroughbridge to Catterick and Piersebridge	- - -	89 1 6	669 16 8	- - -	- - -	- - -	1 5 0	- - -	

(a) Contract work.

(b) Paid to townships.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
330 11 5	62 5 4	22 10 6	41 13 10	- - -	9 18 8	13 11 1	- - -	5 5 0	15 0 0
800 10 8	340 0 6	112 9 6	108 14 6	- - -	4 8 3	62 16 7	- - -	35 0 0	46 0 0
242 0 0	50 9 8	20 10 9	44 1 5	- - -	4 8 4	20 14 10	- - -	15 0 0	13 0 0
768 5 0	104 13 5	120 14 8	89 12 3	- - -	7 6 6	34 9 10	10 0 0	50 0 0	25 0 0
211 13 6	62 2 10	31 0 0	13 16 6	- - -	2 9 6	48 3 11	- - -	16 0 0	15 0 0
1,641 9 11	497 7 5	80 1 7	269 16 6	- - -	25 17 6	60 8 1	- - -	60 0 0	150 0 0
919 14 2	(a) 548 12 0	- - -	- - -	- - -	19 8 11	25 5 4	30 0 0	30 0 0	40 0 0
670 13 3	(a) 438 5 7	- - -	- - -	- - -	- - -	36 18 8	- - -	25 0 0	60 0 0
175 10 0	(a) 131 2 0	- - -	- - -	- - -	- - -	16 15 9	12 0 0	19 12 4	10 0 0
203 0 0	- - -	- - -	- - -	- - -	- - -	22 8 7	- - -	24 0 0	10 0 0
22,201 18 0	6,463 4 9	1,983 8 3	2,842 16 8	- - -	165 8 9	1,208 6 1	231 18 8	752 1 4	1,632 0 0
841 13 3	190 0 8	85 0 0	95 16 1	- - -	- - -	24 18 7	- - -	31 10 0	80 0 0
1,091 14 3	252 8 8	92 5 0	36 15 10	- - -	- - -	12 15 2	- - -	15 0 0	70 0 0
299 12 4	40 1 8	86 4 6	34 12 7	- - -	6 0 0	6 8 11	- - -	- - -	12 10 0
308 7 10	110 2 11	45 15 0	2 10 0	- - -	- - -	10 12 3	- - -	6 0 0	30 0 0
1,129 6 4	303 18 6	46 12 9	136 5 11	- - -	- - -	135 4 6	- - -	35 0 0	54 0 0
4,627 0 0	699 14 8	414 12 11	853 2 5	39 5 0	- - -	101 16 10	20 0 0	70 0 0	142 10 0
1,051 5 0	169 12 4	98 7 0	54 6 10	- - -	- - -	32 18 3	5 0 0	15 0 0	26 5 0
384 16 8	178 18 2	62 5 4	19 3 6	- - -	- - -	25 5 4	5 0 0	10 0 0	17 10 0
1,237 15 11	332 7 6	122 9 9	184 1 10	- - -	- - -	41 16 2	10 0 0	35 0 0	61 5 0
678 7 6	222 16 3	81 6 7	82 14 0	- - -	7 7 10	54 15 6	15 15 0	15 15 0	32 0 0
417 10 2	182 10 3	62 4 6	38 16 9	- - -	8 4 8	30 7 7	- - -	5 5 0	20 0 0
268 16 1	74 10 0	10 18 8	14 11 0	- - -	6 2 0	16 18 5	- - -	15 0 0	6 13 4
837 5 0	409 18 5	180 5 9	7 0 0	- - -	- - -	26 7 3	- - -	23 0 0	113 10 0
907 10 0	60 11 2	14 10 8	- - -	- - -	- - -	19 1 2	- - -	3 0 0	- - -
180 13 6	46 5 0	22 5 6	16 6 4	- - -	- - -	0 11 6	- - -	5 0 0	5 0 0
3,251 0 9	1,198 3 11	284 15 6	151 12 0	- - -	17 0 0	138 8 3	- - -	60 0 0	254 16 0
129 18 2	26 15 0	21 10 8	28 7 0	- - -	- - -	0 15 8	- - -	- - -	5 0 0
2,698 7 0	(a) 1,798 5 2	- - -	- - -	- - -	- - -	266 8 3	- - -	56 5 0	83 13 9
944 19 11	(a) 487 15 1	- - -	- - -	- - -	- - -	124 18 11	- - -	26 1 3	19 5 0
411 0 0	182 16 7	130 14 3	- - -	- - -	0 16 8	12 3 8	- - -	18 0 0	50 0 0
60 0 0	- - -	- - -	- - -	- - -	- - -	2 1 6	- - -	3 0 0	- - -
629 19 0	182 11 11	53 0 3	78 18 2	- - -	- - -	42 10 6	- - -	15 15 0	35 0 0
673 0 6	193 7 8	172 16 11	2 10 0	- - -	- - -	20 0 8	- - -	12 0 0	45 0 0
335 0 0	114 1 7	52 4 2	59 18 3	- - -	6 7 10	31 15 10	- - -	5 6 7	16 4 5
1,985 0 0	341 1 0	177 10 11	272 17 11	- - -	54 1 8	46 17 2	- - -	16 17 2	51 0 9
831 13 3	196 19 0	173 7 1	189 18 7	- - -	- - -	25 1 5	- - -	12 18 4	38 0 4
877 1 0	351 8 0	217 15 3	246 9 1	2 5 0	2 0 0	24 13 11	- - -	13 15 6	41 16 1
875 0 0	296 16 0	166 5 3	180 3 5	- - -	23 2 8	67 17 0	- - -	13 15 5	41 6 11
601 13 0	145 8 2	63 4 2	95 13 6	- - -	1 19 2	39 7 11	- - -	5 6 7	16 5 1
1,823 9 3	426 7 8	450 9 10	496 6 1	- - -	5 17 1	152 17 5	- - -	29 13 3	89 5 8
460 0 0	187 9 8	77 7 10	152 14 3	- - -	15 11 5	21 7 6	- - -	7 5 2	21 0 9
29,218 15 8	9,403 4 6	3,466 6 0	5,533 11 4	41 10 0	154 11 0	1,617 2 10	55 15 0	582 12 3	1,477 18 1
699 12 3	108 19 0	66 16 5	74 3 2	- - -	4 14 0	20 12 4	- - -	39 19 11	30 0 0
1,153 17 2	- - -	- - -	- - -	- - -	- - -	19 3 10	6 0 0	15 0 0	29 4 10
298 13 0	- - -	- - -	- - -	- - -	- - -	33 5 5	- - -	20 0 0	- - -
610 13 11	(b) 90 6 5	- - -	- - -	- - -	- - -	11 8 9	- - -	25 0 0	2 2 0
219 5 4	(c) 40 0 0	- - -	- - -	- - -	- - -	4 7 10	- - -	17 13 10	15 0 0
471 0 0	2 0 0	- - -	- - -	- - -	- - -	26 3 3	- - -	31 7 8	80 0 0
735 1 0	125 1 0	108 7 6	69 15 3	- - -	- - -	18 2 1	- - -	30 3 9	30 0 0
723 19 0	149 1 6	46 2 4	156 3 8	- - -	- - -	16 19 4	- - -	10 0 0	60 0 0
718 0 0	191 13 6	148 5 10	155 0 0	- - -	- - -	20 10 7	- - -	10 0 0	60 0 0
905 19 4	298 11 11	87 18 10	330 15 11	- - -	- - -	59 11 6	- - -	10 0 0	- - -
1,101 12 1	279 15 3	326 10 8	198 3 2	- - -	1 11 6	16 1 7	- - -	25 0 0	70 0 0
671 0 8	284 15 1	60 5 1	9 10 8	- - -	- - -	17 14 0	15 0 0	30 0 0	129 0 0

(Continued on page 76.)

(c) Paid to parishes.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF WILTS—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Swindon, Calne, and Cricklade, Third District	4 14 6	137 19 5	- - -	- - -	9 1 4	- - -	322 0 8
Swindon and Christian Malford	- - -	197 0 0	- - -	- - -	5 0 10	- - -	811 10 2
Swindon and Cold Harbour	- - -	37 10 5	- - -	- - -	- - -	- - -	205 14 10
Swindon, Hungerford, and Marl- borough (united)	60 18 3	116 16 3	- - -	(a) 150 0 0	16 3 6	- - -	785 14 8
Swindon and Marlborough	- - -	23 4 0	- - -	- - -	- - -	- - -	211 17 9
Trowbridge	27 0 11	12 7 1	200 16 2	- - -	112 9 11	- - -	1,496 5 2
Warminster	12 17 0	- - -	23 9 8	- - -	45 11 5	- - -	775 4 4
Westbury	- - -	85 10 0	- - -	- - -	33 11 6	- - -	679 9 9
Whitesheet Hill	- - -	- - -	- - -	- - -	17 13 7	- - -	207 3 8
Wootton Bassett and Marlborough	- - -	- - -	- - -	- - -	3 10 6	- - -	59 19 1
£	377 9 4	2,489 17 10	611 16 11	1,110 0 0	722 19 7	- - -	20,591 8 2
COUNTY OF WORCESTER.							
Birmingham and Bromsgrove	- - -	60 10 0	- - -	200 0 0	22 13 1	- - -	790 8 5
Birmingham, Redditch, and Per- shire	- - -	239 11 8	- - -	(b) 402 3 0	44 18 1	- - -	1,185 15 5
Broadway and Mickleton	- - -	71 7 0	- - -	- - -	4 8 0	- - -	261 12 8
Doglane Gate	5 11 10	31 8 3	- - -	- - -	9 0 9	- - -	252 1 0
Droitwich Roads	315 0 0	122 15 4	- - -	- - -	28 14 3	- - -	1,177 11 3
Dudley and Brettell Lane	21 3 4	9 14 2	498 16 3	- - -	(d) 750 1 10	- - -	3,622 17 5
Dudley, Hales Owen, and Broms- grove	17 18 9	124 18 10	2 2 0	(e) 700 0 0	32 3 7	- - -	1,278 12 7
Dudley and New Inn	8 13 7	- - -	- - -	- - -	28 15 4	- - -	355 11 3
Dudley, Pedmore, and Rowley	25 10 1	57 4 8	20 13 6	200 0 0	67 17 1	- - -	1,158 5 7
Evesham, First District, Pershore Division	43 5 3	32 0 11	- - -	200 0 0	15 3 8	- - -	803 0 0
Ditto, Stonebow Division	18 19 6	- - -	- - -	- - -	8 6 0	- - -	375 15 3
Evesham and Alcester, Evesham District	6 13 6	29 7 6	- - -	- - -	10 11 0	- - -	192 8 5
Hundred House, First District	9 0 0	118 0 7	- - -	(f) 209 0 0	38 7 6	- - -	1,133 9 10
Ditto, Second District	10 17 11	- - -	- - -	90 1 0	10 17 0	- - -	208 18 11
Inning's Lane	- - -	4 17 2	- - -	- - -	14 12 0	- - -	114 18 6
Kidderminster	8 12 1	223 19 2	- - -	500 0 0	(g) 345 14 8	- - -	3,183 1 7
Shelsley	- - -	18 0 0	- - -	- - -	7 10 10	- - -	107 19 2
Stourbridge, First District	15 5 10	234 14 2	- - -	410 8 0	34 9 4	- - -	2,899 10 1
Ditto, Second District	5 1 11	55 7 7	150 0 0	158 17 0	11 15 1	- - -	1,039 1 10
Tenbury	- - -	13 14 2	- - -	- - -	5 5 2	- - -	413 10 6
Tinker's Gate	0 6 8	14 17 5	- - -	- - -	1 5 9	- - -	21 11 4
Upton-upon-Severn	- - -	43 8 4	192 0 0	100 0 0	40 9 10	- - -	768 14 0
Welch Gate	9 11 0	61 6 0	- - -	(h) 205 0 0	26 12 11	- - -	748 5 0
Worcester: Barbourne Roads	18 19 6	- - -	84 2 8	- - -	27 4 10	- - -	416 5 8
Ditto, Bransford Roads	3 9 10	25 19 10	140 14 4	- - -	38 10 5	- - -	1,164 1 0
Ditto, Broadwas Roads	3 14 2	25 19 8	- - -	- - -	12 3 9	- - -	678 2 4
Ditto, Henwick and Martley Roads	16 10 6	- - -	738 16 10	- - -	125 17 10	- - -	1,841 8 0
Ditto, London and Stonebow Roads	2 18 2	23 19 3	- - -	500 0 0	39 17 2	- - -	1,356 1 3
Ditto, Lowestmoor Roads	57 16 9	93 12 3	- - -	- - -	16 13 0	- - -	535 6 7
Ditto, Powick Roads	83 4 11	- - -	1,096 0 8	- - -	139 14 11	- - -	2,969 19 6
Ditto, Upton Roads	1 2 9	- - -	- - -	- - -	17 16 5	- - -	501 15 9
£	710 7 10	1,736 13 11	2,923 6 3	3,875 9 0	1,972 9 1	- - -	31,550 17 1
COUNTY OF YORK.							
Balby to Worksop	157 7 8	214 11 4	- - -	100 0 0	57 9 4	- - -	874 13 2
Barnsdale and Leeds, and Branch	- - -	492 11 7	- - -	(i) 316 5 2	16 18 0	- - -	895 3 5
Barnsley and Grange Moor	- - -	87 14 2	- - -	- - -	5 4 2	- - -	146 3 9
Barnsley and Pontefract	- - -	224 1 9	- - -	175 6 4	7 6 0	- - -	535 11 3
Barnsley and Shepley Lane Head	- - -	2 18 4	- - -	- - -	- - -	- - -	80 0 0
Bawtry and Selby	- - -	503 2 2	- - -	- - -	13 13 4	- - -	656 6 3
Bawtry and Tinsley	- - -	200 10 3	- - -	- - -	12 16 8	- - -	592 16 6
Beverley, Hessele, and North Cave	6 19 1	111 7 7	- - -	- - -	10 10 4	85 10 0	632 13 10
Beverley and Kexby Bridge	- - -	15 0 10	- - -	- - -	5 16 0	- - -	606 6 9
Beverley, Molescroft, &c.	9 18 3	96 5 0	- - -	- - -	22 11 6	- - -	915 12 11
Birstal and Huddersfield	11 14 2	3 2 0	- - -	- - -	44 15 6	- - -	976 13 10
Boroughbridge to Catterick and Piersebridge	- - -	41 2 11	- - -	- - -	14 3 9	- - -	601 11 6

(a) For debts of 157l. 17s. 6d.

(b) For debts of 500l.

(c) Reduced by new Local Act.

(g) Including 291l. 9s. 8d. loss by late treasurer.

(h) For debts of 306l. 13s. 4d.

(i) Including 100l. at 4, and 200l. at 5 per cent.

(Continued from page 75.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,750 0 0	5	-	2,330 0 0	-	5,080 0 0	-	-	-	-	33 7 7	33 7 7
5,330 0 0	4	-	81 0 0	-	5,411 0 0	0 13 8	-	-	-	670 7 2	671 0 10
675 0 0	5	-	-	-	675 0 0	-	-	-	-	45 4 11	45 4 11
2,124 7 9	5	-	-	-	2,124 7 9	-	-	-	-	22 19 4	22 19 4
487 10 0	5	-	-	46 6 6	533 16 6	-	-	-	-	-	-
571 0 0	4	-	10 8 0	-	581 8 0	-	-	-	-	442 0 1	442 0 1
-	-	91 9 0	-	-	91 9 0	-	-	-	-	383 7 2	383 7 2
1,900 0 0	4½	-	-	-	1,900 0 0	-	-	-	-	30 1 0	30 1 0
2,360 0 0	4½	-	2,215 19 7	-	4,575 19 7	-	-	-	-	258 4 1	258 4 1
3,150 0 0	5	-	768 4 10	-	3,918 4 10	-	-	-	-	436 2 9	436 2 9
81,246 7 2	-	1,501 15 11	20,704 4 1	173 10 4	103,625 17 6	52 4 6	132 9 0	-	132 13 4	7,530 15 6	7,848 2 4
1,416 10 0	5	51 3 2	41 19 6	-	1,509 12 8	-	-	12 0 0	-	2 15 5	14 15 5
5,375 0 0	4	5 10 0	303 14 9	-	6,184 4 9	73 5 3	-	-	-	469 8 11	542 14 2
1,093 14 6	5	150 3 5	111 7 0	-	1,355 4 11	-	-	-	-	32 4 2	32 4 2
1,415 0 0	3	-	28 4 11	-	1,443 4 11	38 6 8	-	59 10 0	-	83 12 7	181 0 3
5,371 0 0	(c) 3½	282 1 7	164 8 10	-	5,817 10 5	-	-	-	-	445 5 3	445 5 3
200 0 0	5	428 19 9	-	-	628 19 9	-	-	-	-	2,461 4 7	2,461 4 7
1,897 11 4	4	38 1 10	95 18 0	-	2,031 11 2	-	-	-	-	436 19 1	436 19 1
2,425 18 0	5	17 2 0	5,925 7 9	-	8,368 7 9	-	-	-	-	72 13 0	72 13 0
1,800 0 0	3	105 5 1	2,000 0 0	-	3,905 5 1	-	-	-	-	318 15 1	318 15 1
500 0 0	5	-	-	-	500 0 0	-	-	-	-	121 1 9	121 1 9
150 0 0	4	-	13 0 0	-	162 0 0	-	-	-	-	158 2 2	158 2 2
600 0 0	5	-	-	-	600 0 0	-	-	-	-	168 3 0	168 3 0
3,260 0 0	3	-	103 6 1	141 19 4	3,505 5 5	67 1 8	-	23 0 0	20 3 8	-	110 5 4
2,580 16 0	none	-	-	-	2,580 16 0	11 5 4	-	53 0 0	18 10 0	39 12 0	122 5 4
100 0 0	5	-	-	-	100 0 0	-	-	-	-	79 13 6	79 13 6
5,450 0 0	4	102 5 6	191 18 9	-	5,744 4 3	-	-	3 15 0	-	562 6 0	566 1 0
450 0 0	4	-	-	11 15 10	461 15 10	-	-	-	-	-	-
4,453 17 3	5	-	-	-	4,453 17 3	-	-	-	-	752 19 7	752 19 7
1,185 1 7	5	-	-	-	1,185 1 7	-	-	-	-	235 3 7	235 3 7
300 0 0	4	-	-	-	300 0 0	-	-	-	-	23 11 6	23 11 6
500 0 0	3	-	-	-	500 0 0	-	-	-	-	94 9 10	94 9 10
550 0 0	4	116 0 0	20 0 0	-	686 0 0	-	-	-	-	38 2 2	38 2 2
2,458 6 8	3½	-	118 7 1	-	2,576 13 9	118 6 8	-	18 0 0	25 18 4	347 15 0	510 0 0
-	-	21 16 6	-	-	21 16 6	-	-	-	-	10 11 3	10 11 3
-	-	42 2 8	-	261 1 9	303 4 5	-	-	7 10 0	7 10 0	-	15 0 0
000 0 0	4½	12 13 11	-	-	612 13 11	-	-	19 10 0	-	227 4 5	246 14 5
-	-	144 13 11	-	40 8 5	185 2 4	-	-	3 0 0	-	-	3 0 0
-	-	22 4 9	-	51 5 9	73 10 6	-	-	-	-	-	-
2,150 0 0	4½	1 12 10	-	-	2,151 12 10	-	-	-	-	29 5 9	29 5 9
-	-	89 10 6	-	-	89 10 6	-	-	-	-	177 17 11	177 17 11
-	-	20 13 5	-	-	20 13 5	-	-	-	-	120 16 10	120 16 10
46,782 15 4	-	1,652 0 10	9,116 12 8	506 11 1	58,057 19 11	308 3 7	-	199 5 0	72 2 0	7,529 14 4	8,109 4 11
3,715 0 0	3	-	155 8 8	175 5 3	4,045 13 11	-	-	-	-	-	-
14,984 9 8	3½	-	-	-	14,984 9 8	-	-	-	-	845 0 1	845 0 1
4,560 0 0	2½	-	62 10 0	-	4,622 10 0	-	-	-	-	437 2 0	437 2 0
4,330 16 10	5	58 10 1	266 12 5	-	4,645 19 4	-	-	-	-	1,029 16 4	1,029 16 4
(d) 5,315 7 4	5	87 8 3	219 16 5	-	6,122 12 0	-	-	-	-	693 3 11	693 3 11
5,806 16 0	5	-	1,697 10 4	-	7,504 6 4	-	-	-	-	163 0 5	163 0 5
4,144 12 0	4½	-	-	-	4,144 12 0	-	-	-	-	278 12 7	278 12 7
2,275 0 0	5	2 6 6	2,932 0 0	-	5,209 6 6	-	-	-	-	43 9 11	43 9 11
425 0 0	4	-	-	68 14 1	493 14 1	-	-	-	-	-	-
2,500 0 0	4	-	-	-	2,500 0 0	-	-	-	-	50 6 1	50 6 1
-	-	-	-	-	-	-	-	-	-	82 5 9	82 5 9
850 0 0	5	-	-	19 12 4	869 12 4	-	-	-	40 16 1	-	40 16 1

(d) Including lighting and watering, 590l. 13s. 10d.

(4) For debts of 432l. 10s. 4d.

(e) For debts of 750l.

(f) No interest has been paid upon 3,523l. 4s. 9d.

(f) For debts of 260l.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2. Balance in Treasurers' Hands, 1st Jan. 1859.	3. Balance due to the Treasurers, 1st Jan. 1859.	INCOME.					
			4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Boroughbridge and Durham (part)	956 18 7	- - -	674 5 0	- - -	- - -	1 16 0	24 0 0	- - -
Bradford and Huddersfield	1,232 16 7	- - -	1,373 6 8	- - -	- - -	- - -	17 12 2	- - -
Bradford and Thornton	783 3 2	- - -	806 13 4	- - -	- - -	- - -	33 5 0	- - -
Bradford and Wakefield	837 7 2	- - -	2,350 0 0	- - -	- - -	0 2 0	138 6 6	- - -
Brampton and Hooton Roberts	589 4 0	- - -	386 12 0	- - -	- - -	- - -	15 0 0	- - -
Brighouse and Denholme Gate	201 11 11	- - -	458 6 8	- - -	- - -	- - -	3 17 5	- - -
Brough	175 6 11	- - -	234 13 4	- - -	- - -	- - -	- - -	- - -
Collingham and York	- - -	25 13 8	255 10 0	31 8 6	- - -	- - -	- - -	- - -
Colne and Broughton	100 13 4	- - -	223 8 10	- - -	- - -	- - -	2 18 2	- - -
Dewsbury and Ealand	204 13 11	- - -	851 0 0	- - -	- - -	- - -	0 15 0	- - -
Dewsbury and Leeds	- - -	111 18 10	1,070 0 0	- - -	- - -	- - -	0 12 9	- - -
Doncaster to Hawtry	272 1 4	- - -	418 0 0	- - -	- - -	- - -	- - -	- - -
Doncaster and Salter's Brook	743 1 7	- - -	850 0 0	- - -	- - -	- - -	17 14 11	- - -
Doncaster and Selby	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -	- - -
Doncaster and Tadcaster	- - -	435 14 2	825 7 6	546 2 7	- - -	- - -	30 16 6	- - -
Doncaster and Thorne	198 3 0	- - -	450 0 0	- - -	- - -	- - -	- - -	- - -
Dudley Hill, Killinghall, and Harrogate	467 0 4	- - -	765 0 0	- - -	- - -	- - -	11 17 0	- - -
Dunford District	58 4 6	- - -	109 15 0	- - -	- - -	- - -	16 18 7	- - -
Elland and Brighouse	428 18 11	- - -	613 6 8	- - -	- - -	- - -	- - -	- - -
Elland and Saddleworth	36 15 4	- - -	180 0 0	- - -	- - -	- - -	0 8 2	- - -
Ferrybridge and Boroughbridge	58 8 10	- - -	575 0 0	3 10 0	120 0 0	- - -	68 0 0	- - -
Gisburne and Long Preston	430 0 10	- - -	633 6 8	- - -	- - -	- - -	4 7 11	- - -
Godley Lane	321 14 2	- - -	650 0 0	- - -	- - -	- - -	(g) 76 11 11	- - -
Gomersal and Dewsbury	295 13 1	- - -	1,013 0 0	- - -	- - -	- - -	2 3 7	- - -
Greenfield and Shepley Lane Head	202 10 1	- - -	322 9 11	- - -	- - -	0 7 9	3 8 2	- - -
Halifax and Sheffield:—								
Halifax to Huddersfield	251 12 4	- - -	1,252 10 0	- - -	- - -	- - -	4 15 6	- - -
Huddersfield to Penistone	177 0 0	- - -	658 0 0	- - -	- - -	- - -	16 17 11	- - -
Third District	302 3 10	- - -	(h) 1,152 0 0	- - -	- - -	- - -	17 3 7	- - -
Harrogate and Boroughbridge	- - -	9 3 4	477 0 0	117 10 4	- - -	1 0 6	0 16 8	- - -
Harrogate and Hewick, and Ripon and Pateley Bridge (united)	180 1 9	- - -	1,432 1 0	- - -	- - -	0 10 0	0 5 0	- - -
Haworth and Two Lanes	245 12 6	- - -	174 3 4	- - -	- - -	- - -	- - -	- - -
Hedon and Hull	181 0 11	- - -	696 13 4	- - -	91 7 2	- - -	1 12 0	- - -
Hedon and Patrington	446 10 9	- - -	408 5 0	- - -	- - -	- - -	26 12 5	- - -
Holme Lane End and Heckmond-wike	257 7 10	- - -	385 9 10	- - -	- - -	- - -	3 13 9	- - -
Holmfirth District	50 7 3	- - -	82 1 8	- - -	- - -	0 1 0	- - -	- - -
Huddersfield and New Hey	313 14 9	- - -	750 0 0	- - -	- - -	- - -	3 0 0	- - -
Huddersfield and Woodhead	- - -	172 2 6	1,700 0 0	- - -	- - -	- - -	20 2 9	- - -
Hull and Beverley	- - -	537 12 11	1,107 0 0	- - -	- - -	- - -	1 12 0	- - -
Hull and Hedon New	78 11 1	- - -	555 0 0	- - -	- - -	- - -	1 4 0	- - -
Hull, Hessle, and Ferriby	191 15 5	- - -	371 5 0	10 7 0	- - -	- - -	0 19 6	- - -
Hull and Kirk Ella	631 1 10	- - -	448 0 0	27 18 0	- - -	- - -	- - -	- - -
Hunslet and Leeds	1,013 19 4	- - -	424 17 5	- - -	- - -	- - -	14 13 8	- - -
Keighley and Bradford	634 17 5	- - -	1,727 10 0	- - -	- - -	- - -	17 13 4	- - -
Keighley and Halifax	163 14 4	- - -	1,375 0 0	- - -	- - -	- - -	13 7 5	- - -
Keighley and Kendal, Yorkshire District	727 2 6	- - -	1,085 0 0	- - -	- - -	- - -	62 1 0	- - -
Kirkstall, Otley, and Shipley	585 16 10	- - -	2,225 0 0	- - -	- - -	- - -	13 0 0	- - -
Knarsbrough and Greenhamerton	86 7 10	- - -	120 0 0	- - -	- - -	- - -	- - -	- - -
Knarsbrough and Pateley Bridge	394 7 0	- - -	535 0 0	92 6 0	- - -	0 2 6	- - -	- - -
Leeds and Birstal	508 12 1	- - -	1,008 8 11	- - -	- - -	- - -	1 4 9	- - -
Leeds and Collingham	290 5 9	- - -	470 0 0	- - -	- - -	- - -	9 13 4	- - -
Leeds and Elland	69 12 11	- - -	2,733 6 8	- - -	- - -	- - -	- - -	- - -
Leeds and Halifax	- - -	30 18 10	2,566 16 8	- - -	- - -	- - -	2 17 0	- - -
Leeds and Harrogate	484 10 2	- - -	2,029 10 4	- - -	- - -	- - -	36 19 7	- - -
Leeds and Homefield Lane End	369 6 4	- - -	973 13 0	- - -	- - -	- - -	4 10 5	- - -
Leeds and Otley	344 3 11	- - -	2,554 5 3	- - -	- - -	- - -	61 11 5	- - -
Leeds and Roundhay	143 0 0	- - -	554 8 8	- - -	- - -	- - -	1 5 0	- - -
Leeds and Wakefield	1,002 13 8	- - -	1,631 16 6	- - -	- - -	- - -	238 7 8	- - -
Leeds and Whitehall	- - -	432 8 7	2,980 0 0	- - -	- - -	0 10 0	15 19 5	- - -
Leeds, Woodhouse Carr, and Meanwoodside	125 0 1	- - -	548 12 2	- - -	- - -	- - -	4 11 3	- - -
Lees and Hebden Bridge	167 16 7	- - -	232 0 0	- - -	- - -	- - -	4 9 4	- - -
Lockwood and Meltham	194 7 10	- - -	766 13 4	- - -	- - -	- - -	80 3 8	- - -
Malton and Pickering	120 7 5	- - -	323 15 4	- - -	- - -	- - -	- - -	- - -
Middleton-Tyas Lane End to Greta Bridge and Bowes	106 5 0	- - -	161 0 0	- - -	- - -	- - -	11 18 0	- - -
Mytholmroyd and Blackstone Edge	176 3 5	- - -	268 5 6	- - -	60 0 0	- - -	- - -	- - -
New Mill District	219 10 6	- - -	465 0 0	- - -	- - -	- - -	3 1 8	- - -
Otley and Skipton	217 19 10	- - -	820 0 0	- - -	- - -	- - -	0 3 0	- - -
Red House and Crofton	368 8 11	- - -	586 10 5	95 14 2	- - -	- - -	6 19 10	- - -
Reeth and Tanhill	11 13 7	- - -	197 10 2	- - -	- - -	- - -	- - -	- - -
Richmond and Lancaster:—								
Eastern District	63 0 8	- - -	312 0 0	- - -	- - -	- - -	- - -	- - -
Western District	403 5 2	- - -	519 0 0	- - -	- - -	- - -	8 10 0	- - -

(a) Including materials, &c.
(A) Paid to township.(b) To receiver for mortgagee.
(I) For a half year.(c) Including contract work.
(K) Paid to townships.(d) Allowance for repairs.
(L) The roads are repaired by the lessee of the toll.

EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
700 1 0	261 15 3	49 4 8	102 6 9	- - -	- - -	45 16 6	- - -	50 0 0	125 0 0
1,390 18 10	- - -	- - -	- - -	- - -	- - -	40 19 8	- - -	30 0 0	21 0 0
839 18 4	- - -	- - -	- - -	- - -	- - -	27 19 3	- - -	- - -	- - -
2,488 8 6	376 19 2	315 15 7	367 17 9	- - -	- - -	81 3 7	- - -	30 0 0	195 8 4
401 12 0	10 0 0	- - -	- - -	- - -	- - -	- - -	0 13 8	25 0 0	- - -
462 4 1	(u) 210 0 0	- - -	- - -	- - -	- - -	43 10 8	5 5 0	21 0 0	15 15 0
234 13 4	- - -	- - -	- - -	- - -	- - -	6 9 2	- - -	3 3 0	- - -
266 18 6	164 6 10	- - -	24 8 6	- - -	- - -	10 2 9	- - -	20 0 0	25 0 0
236 4 0	27 14 2	- - -	- - -	- - -	- - -	5 1 7	- - -	10 0 0	7 0 0
851 15 0	259 3 2	243 2 4	150 12 4	- - -	- - -	21 0 10	5 0 0	20 0 0	23 0 0
1,070 12 9	- - -	- - -	- - -	- - -	- - -	0 8 8	- - -	(b) 25 0 0	- - -
418 0 0	(c) 164 17 8	40 19 0	22 6 0	- - -	6 0 0	48 10 0	- - -	25 0 0	30 0 0
867 14 11	(d) 454 16 3	- - -	- - -	- - -	- - -	139 10 1	- - -	50 0 0	35 0 0
350 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,402 6 7	339 0 0	94 6 3	231 15 3	- - -	0 8 0	50 16 0	- - -	20 0 0	100 0 0
450 0 0	- - -	- - -	94 16 2	- - -	- - -	6 9 6	- - -	31 11 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
776 17 0	- - -	- - -	154 10 0	- - -	- - -	30 18 2	- - -	- - -	18 0 0
126 13 7	46 6 8	23 3 4	- - -	- - -	- - -	- - -	- - -	(e) 29 6 5	(e) 40 16 0
613 6 8	0 2 10	- - -	- - -	- - -	- - -	18 13 4	- - -	20 0 0	15 0 0
180 8 2	- - -	- - -	- - -	- - -	- - -	33 0 0	- - -	- - -	- - -
766 10 0	329 8 2	14 16 6	19 18 11	- - -	4 15 0	50 1 1	- - -	10 0 0	65 0 0
637 14 7	- - -	- - -	- - -	- - -	- - -	11 11 1	5 0 0	21 0 0	15 0 0
726 11 11	(A) 216 13 4	- - -	- - -	- - -	- - -	- - -	5 5 0	20 0 0	- - -
1,015 3 7	(a) 350 0 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	14 15 2
326 5 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	10 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,357 3 6	11 14 2	- - -	- - -	- - -	- - -	35 16 8	- - -	20 0 0	(i) 10 0 0
674 17 11	(A) 121 10 5	- - -	- - -	- - -	- - -	16 7 6	- - -	15 15 0	30 0 0
1,169 3 7	(f) - - -	- - -	- - -	- - -	- - -	10 15 6	2 4 0	50 0 0	20 0 0
596 7 6	180 9 8	47 6 5	61 9 8	- - -	- - -	37 18 2	10 0 0	8 0 0	35 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,432 16 0	753 19 8	174 5 8	40 4 0	- - -	1 10 0	54 4 2	- - -	35 0 0	131 10 0
174 3 4	- - -	- - -	217 11 5	- - -	- - -	11 3 0	8 0 0	7 10 0	9 16 0
789 12 6	159 18 2	18 17 0	275 18 3	- - -	- - -	17 17 6	- - -	10 0 0	20 0 0
434 17 5	65 6 9	64 12 0	178 18 10	- - -	- - -	8 16 7	- - -	10 0 0	40 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
389 3 7	68 8 7	38 4 4	0 2 10	- - -	- - -	27 7 10	- - -	15 0 0	10 0 0
82 2 8	- - -	- - -	- - -	- - -	- - -	2 1 6	- - -	(e) 56 4 8	(e) 14 3 2
753 0 0	- - -	- - -	- - -	- - -	- - -	23 14 7	- - -	10 10 0	20 0 0
1,720 2 9	441 8 0	328 13 3	122 5 0	- - -	2 11 1	12 13 2	- - -	20 0 0	70 0 0
1,108 12 0	277 2 8	79 16 4	306 8 0	- - -	- - -	80 11 10	- - -	10 0 0	65 0 0
556 4 0	89 0 7	- - -	- - -	- - -	- - -	15 4 0	- - -	- - -	22 3 10
382 11 6	69 15 11	7 2 0	13 4 1	- - -	- - -	12 14 4	- - -	- - -	16 6 4
475 18 0	77 18 7	13 2 1	39 16 6	- - -	- - -	15 1 5	- - -	10 0 0	30 0 0
439 11 1	49 9 1	26 16 6	12 9 6	- - -	- - -	6 12 3	- - -	20 0 0	10 0 0
1,745 3 4	(c) 415 15 3	128 10 2	424 13 0	- - -	- - -	30 8 11	- - -	10 10 0	79 0 0
1,388 7 5	103 3 9	151 7 11	263 12 11	- - -	13 5 0	3 12 4	- - -	10 10 0	60 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,147 1 0	6 8 3	4 11 9	15 0 6	- - -	- - -	2 16 0	4 0 0	16 0 0	16 0 0
2,238 0 0	- - -	- - -	428 4 0	- - -	- - -	15 8 11	- - -	- - -	18 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
120 0 0	- - -	- - -	- - -	- - -	- - -	2 4 6	- - -	8 0 0	15 0 0
627 8 6	183 18 0	28 4 0	8 13 6	- - -	- - -	11 15 9	- - -	10 10 0	25 0 0
1,009 13 8	- - -	- - -	- - -	- - -	- - -	28 15 4	- - -	30 0 0	15 0 0
479 13 4	123 2 1	79 16 11	31 15 6	- - -	3 0 0	9 9 11	- - -	21 0 0	25 0 0
2,733 6 8	(m) 1,766 13 4	- - -	- - -	- - -	- - -	44 11 5	- - -	30 0 0	30 0 0
2,569 13 8	635 9 5	690 19 0	(c) 973 11 3	- - -	- - -	146 1 0	- - -	- - -	130 8 4
2,066 9 11	655 18 9	462 17 4	489 5 7	30 18 0	3 0 0	80 9 11	- - -	30 0 0	76 10 7
978 8 5	(A) 80 0 0	- - -	- - -	- - -	- - -	16 12 3	- - -	20 0 0	5 0 0
2,615 16 8	(A) 537 15 6	- - -	- - -	- - -	- - -	50 12 8	- - -	20 0 0	56 0 0
555 13 8	149 7 6	164 9 1	142 3 0	- - -	- - -	32 18 7	- - -	25 0 0	24 18 3
1,870 4 2	443 16 11	352 0 2	212 12 11	- - -	- - -	92 14 8	- - -	40 0 0	140 0 0
2,996 9 5	(n) 798 13 5	- - -	- - -	- - -	- - -	23 14 0	- - -	20 0 0	35 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
553 3 5	- - -	- - -	- - -	- - -	- - -	4 0 0	- - -	25 0 0	10 0 0
236 9 4	- - -	- - -	- - -	- - -	- - -	3 4 10	5 0 0	7 10 0	1 11 6
846 17 0	157 2 9	141 15 10	94 11 11	- - -	- - -	37 10 8	- - -	25 0 0	20 0 0
223 15 4	(o) 294 10 0	- - -	- - -	- - -	- - -	7 19 6	- - -	12 12 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
172 18 0	78 16 11	10 16 8	- - -	- - -	0 19 11	6 10 3	15 0 0	- - -	36 8 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
328 5 6	- - -	- - -	- - -	- - -	- - -	8 6 0	5 0 0	5 0 0	5 0 0
468 1 8	- - -	- - -	- - -	- - -	- - -	12 6 5	- - -	15 15 0	- - -
890 3 0	(A) 115 1 1	- - -	- - -	- - -	- - -	8 11 1	10 10 0	21 0 0	10 10 0
689 4 5	124 19 10	79 19 0	71 0 4	- - -	5 0 0	13 1 1	- - -	20 0 0	50 0 0
197 10 2	104 12 2	45 12 7	1 7 0	- - -	- - -	3 14 8	4 0 0	6 0 0	18 0 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
312 0 0	(A) 94 0 2	- - -	- - -	- - -	- - -	21 2 8	5 0 0	15 0 0	- - -
527 10 0	- - -	- - -	- - -	- - -	- - -	0 12 0	7 10 0	15 0 0	- - -

(e) Including arrears.
(m) Contract work.(f) To accountant.
(n) Allowance to townships, &c.(g) Including 66l. 13s. 4d. from Wakefield and Halifax road.
(o) Allowance for repair of road.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Boroughbridge and Durham (part)	- - -	22 6 10	- - -	200 0 0	44 14 2	- - -	901 4 2
Bradford and Huddersfield	- - -	867 13 2	- - -	25 7 6	91 4 7	- - -	1,076 4 11
Bradford and Thornton	22 10 10	62 17 2	(a) 395 17 6	821 9 2	23 15 7	- - -	1,324 9 6
Bradford and Wakefield	- - -	78 6 8	520 12 7	- - -	62 12 10	- - -	2,028 16 6
Brampton and Hooton Roberts	9 16 1	283 6 8	0 8 2	- - -	16 18 0	- - -	296 2 7
Brighouse and Denholme Gate	- - -	114 11 4	2 0 0	- - -	13 19 5	- - -	426 1 5
Brough	10 2 8	111 10 0	25 5 7	- - -	- - -	- - -	156 10 5
Collingham and York	- - -	- - -	- - -	- - -	5 8 8	- - -	249 6 9
Colne and Broughton	- - -	59 12 0	4 5 0	- - -	2 5 9	- - -	115 18 6
Dewsbury and Ealand	- - -	141 1 10	- - -	65 12 6	19 17 5	- - -	980 10 5
Dewsbury and Leeds	- - -	250 13 6	- - -	537 12 6	5 17 9	- - -	819 12 5
Doncaster to Bawtry	14 0 6	9 12 6	- - -	- - -	31 19 5	- - -	393 5 1
Doncaster and Salter's Brook	- - -	83 2 3	- - -	- - -	5 5 0	- - -	767 13 7
Doncaster and Selby	- - -	- - -	- - -	350 0 0	- - -	- - -	350 0 0
Doncaster and Tadcaster	21 11 8	449 2 8	- - -	- - -	6 11 10	- - -	1,213 11 8
Doncaster and Thorne	- - -	139 15 0	- - -	230 0 0	19 0 4	- - -	521 12 0
Dudley Hill, Killinghall, and Harrogate	6 14 10	335 18 0	- - -	500 0 0	11 19 2	- - -	1,058 0 2
Dunford District	- - -	- - -	- - -	- - -	1 0 0	- - -	140 12 5
Elland and Brighouse	- - -	527 3 1	- - -	- - -	13 2 3	- - -	594 1 6
Elland and Saddleworth	15 2 4	150 0 0	- - -	- - -	10 19 6	- - -	209 1 10
Ferrybridge and Boroughbridge	5 4 2	128 6 1	- - -	- - -	0 10 0	120 0 0	747 19 11
Gisburne and Long Preston	0 13 4	195 4 8	- - -	(e) 500 0 0	13 4 9	- - -	761 13 10
Godley Lane	- - -	268 14 10	- - -	- - -	- - -	- - -	510 13 2
Gomersal and Dewsbury	19 2 6	181 13 5	- - -	(f) 636 18 11	- - -	- - -	1,217 10 0
Greenfield and Shepley Lane Head	- - -	- - -	10 0 0	(g) 199 11 0	15 4 6	- - -	254 15 6
Halifax and Sheffield:—							
Halifax to Huddersfield	7 4 0	304 15 10	- - -	(h) 646 16 0	54 5 4	- - -	1,080 12 0
Huddersfield to Penistone	- - -	90 9 0	285 12 2	200 0 0	29 18 9	- - -	789 12 10
Third District	21 3 1	254 18 2	12 8 6	491 7 11	28 18 7	- - -	891 13 9
Harrogate and Boroughbridge	1 15 4	40 0 0	- - -	- - -	6 3 9	- - -	428 3 0
Harrogate and Hewick, and Ripon and Pateley Bridge (united)	29 19 8	55 12 10	- - -	- - -	23 6 11	- - -	1,299 12 11
Haworth and Two Laws	3 9 8	1 1 9	57 0 0	21 15 6	0 13 4	- - -	337 0 8
Hedon and Hull	26 16 8	75 15 9	- - -	(i) 75 0 0	3 16 2	91 7 2	775 6 8
Hedon and Patrington	29 13 3	68 1 10	- - -	- - -	7 0 3	- - -	472 9 6
Holme Lane End and Heckmond-wike	12 0 9	124 13 9	- - -	- - -	(k) 33 9 1	- - -	329 7 2
Holmfirth District	- - -	30 0 0	- - -	- - -	3 3 1	- - -	105 12 5
Huddersfield and New Hey	- - -	301 4 8	- - -	(m) 491 8 5	13 15 6	- - -	860 13 2
Huddersfield and Woodhead	16 4 0	302 11 5	- - -	381 11 2	62 17 0	- - -	1,760 14 1
Hull and Beverley	7 1 3	27 3 10	- - -	- - -	35 2 11	- - -	888 6 10
Hull and Hedon New	11 18 11	339 12 9	- - -	- - -	5 5 9	- - -	483 5 10
Hull, Hessle, and Ferriby	18 12 1	89 8 1	- - -	(n) 265 0 0	1 2 10	- - -	492 5 8
Hull and Kirk Ella	8 5 7	283 0 0	- - -	- - -	3 0 2	- - -	480 4 4
Hunslet and Leeds	518 6 0	3 17 0	- - -	(o) 700 0 0	8 12 8	- - -	1,351 3 0
Keighley and Bradford	9 18 0	124 19 4	- - -	400 0 0	37 8 11	- - -	1,661 3 7
Keighley and Halifax	8 11 2	292 13 5	85 4 7	- - -	16 11 11	- - -	1,008 13 0
Keighley and Kendal, Yorkshire District	11 10 6	494 1 9	- - -	(p) 641 2 5	40 4 4	- - -	1,251 15 6
Kirkstall, Otley, and Shipley	9 8 8	679 1 5	- - -	1,400 0 0	51 15 9	- - -	2,601 18 9
Knaresbrough and Greenhammer-ton	128 19 3	- - -	- - -	- - -	2 15 2	- - -	156 18 11
Knaresbrough and Pateley Bridge	- - -	144 0 2	- - -	(q) 314 13 7	10 0 5	- - -	737 9 5
Leeds and Birstal	- - -	1,023 16 2	- - -	- - -	- - -	- - -	1,097 11 6
Leeds and Collingham	- - -	52 2 0	- - -	300 0 0	8 16 5	- - -	634 2 10
Leeds and Elland	- - -	282 1 3	74 12 5	500 0 0	14 15 5	- - -	2,742 13 10
Leeds and Halifax	- - -	13 6 9	- - -	- - -	90 6 3	- - -	2,680 2 0
Leeds and Harrogate	18 8 5	101 7 9	870 17 3	350 0 0	36 7 5	- - -	3,206 1 0
Leeds and Homefield Lane End	- - -	623 16 3	- - -	- - -	- - -	- - -	945 8 6
Leeds and Otley	- - -	697 12 4	- - -	1,350 0 0	0 8 0	- - -	2,722 8 6
Leeds and Roundhay	38 8 4	19 12 5	25 2 3	- - -	28 15 4	- - -	650 14 10
Leeds and Wakefield	- - -	0 17 6	79 17 0	- - -	3 12 6	- - -	1,365 11 8
Leeds and Whitehall	- - -	571 14 11	- - -	- - -	42 9 1	- - -	1,491 11 5
Leeds, Woodhouse Carr, and Meanwoodside	17 2 3	269 6 1	- - -	- - -	9 17 7	- - -	336 5 11
Lees and Hebden Bridge	- - -	106 11 7	- - -	(u) 184 12 0	9 12 7	- - -	318 2 6
Lockwood and Meltham	- - -	44 6 1	- - -	- - -	30 7 6	- - -	550 14 9
Malton and Pickering	2 0 2	- - -	- - -	- - -	5 13 6	- - -	322 15 2
Middleton-Tyas Lane End to Greta Bridge and Bowes	- - -	28 1 3	- - -	- - -	6 5 7	- - -	183 18 7
Mytholmroyd and Blackstone Edge	- - -	182 10 0	- - -	- - -	3 12 6	60 0 0	269 8 6
New Mill District	- - -	124 0 6	- - -	200 0 0	14 7 8	- - -	366 9 7
Otley and Skipton	- - -	232 10 1	- - -	(y) 370 0 0	6 18 10	- - -	775 1 1
Red House and Crofton	8 7 2	192 13 7	- - -	(v) 73 0 0	5 17 10	- - -	643 18 10
Reeth and Tanhill	- - -	2 14 0	- - -	- - -	9 2 0	- - -	195 2 5
Richmond and Lancaster:—							
Eastern District	- - -	53 6 7	- - -	163 13 7	1 15 10	- - -	358 18 10
Western District	- - -	75 9 10	- - -	(z) 400 0 0	4 10 0	- - -	503 1 10

(a) For land taken to make the road.

(b) Reduced by consent of creditors.

(c) Including 11,366l. 17s. 6d. not bearing interest.

(g) For debts of 363l. 15s.

(h) For debts of 660l.

(i) For a debt of 100l.

(n) For debts of 400l.

(o) Amount settled by parliamentary committee.

(p) For debts of 1,559l.

(t) Including 26,632l. 5s. 4d. not bearing interest.

(u) For debts of 900l.

(z) Including 3,569l. 2s. 6d. not bearing interest.

(Continued from page 79.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100 0 0	5	- - -	- - -	- - -	100 0 0	7 15 0	- - -	- - -	- - -	755 15 5	763 10 5
16,688 15 10	5	- - -	1,400 0 5	- - -	18,088 16 3	- - -	- - -	- - -	- - -	1,547 10 6	1,547 10 6
1,500 0 0	(b) 3	110 12 10	(b) 22 6 7	- - -	1,632 19 5	73 6 8	- - -	- - -	- - -	298 19 0	371 18 8
2,762 0 0	4	- - -	147 19 5	- - -	2,909 19 5	- - -	- - -	- - -	- - -	1,296 19 2	1,296 19 2
4,718 6 8	5	- - -	146 13 4	- - -	4,865 0 0	- - -	- - -	- - -	- - -	694 13 5	694 13 5
2,077 15 0	5	- - -	33 13 3	- - -	2,111 8 3	- - -	- - -	- - -	- - -	237 14 7	237 14 7
2,230 0 0	5	- - -	- - -	- - -	2,230 0 0	- - -	- - -	- - -	- - -	253 9 10	253 9 10
2,375 0 0	5	- - -	108 4 10	8 1 11	2,491 6 9	- - -	- - -	- - -	- - -	- - -	- - -
3,030 0 0	2	- - -	61 12 0	- - -	3,091 12 0	- - -	- - -	- - -	- - -	210 18 10	210 18 10
2,756 5 0	5	150 0 0	29 11 1	- - -	2,935 16 1	- - -	- - -	- - -	- - -	105 18 6	105 18 6
6,283 3 2	5	- - -	145 8 2	- - -	7,128 11 4	- - -	- - -	- - -	- - -	139 1 6	139 1 6
200 0 0	5	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	296 16 3	296 16 3
1,800 10 0	5	- - -	296 6 8	- - -	2,096 16 8	- - -	- - -	- - -	- - -	843 2 11	843 2 11
221,856 17 6	5	3,229 6 11	13,037 0 0	- - -	38,133 4 5	- - -	- - -	- - -	- - -	- - -	- - -
8,430 0 0	5	- - -	- - -	346 19 3	8,776 19 3	63 9 0	11 12 2	- - -	- - -	- - -	75 1 2
2,505 0 0	5	- - -	101 17 6	- - -	2,606 17 6	- - -	- - -	- - -	- - -	176 11 0	176 11 0
6,500 0 0	5	8 19 4	- - -	- - -	6,508 19 4	63 15 0	- - -	- - -	- - -	185 17 2	249 12 2
2,054 2 6	5	216 7 2	1,243 15 3	- - -	3,514 4 11	- - -	- - -	- - -	- - -	44 5 8	44 5 8
2,005 7 5	5	- - -	1,872 13 1	- - -	12,809 0 6	- - -	- - -	- - -	- - -	448 4 1	448 4 1
2,000 0 0	5	- - -	6,889 3 0	- - -	14,292 3 0	- - -	- - -	- - -	- - -	8 1 8	8 1 8
2,000 0 0	5	- - -	- - -	- - -	2,550 0 0	- - -	- - -	- - -	- - -	76 18 11	76 18 11
3,945 8 4	3	- - -	18 17 3	- - -	5,964 5 7	- - -	- - -	- - -	- - -	306 1 7	306 1 7
2,116 3 6	3	- - -	20 5 0	- - -	6,136 8 6	- - -	- - -	- - -	- - -	537 12 11	537 12 11
5,223 7 11	3	90 10 2	- - -	- - -	5,913 18 1	- - -	- - -	- - -	- - -	93 6 8	93 6 8
1,175 13 10	none	- - -	- - -	- - -	7,176 13 10	- - -	- - -	- - -	- - -	274 0 5	274 0 5
2,000 0 0	3	- - -	- - -	- - -	10,240 0 0	- - -	- - -	- - -	- - -	418 5 10	418 5 10
1,706 0 0	5	- - -	- - -	- - -	1,706 0 0	54 13 4	- - -	- - -	- - -	62 5 1	116 18 5
4,702 2 6	5	- - -	- - -	- - -	4,702 2 6	- - -	- - -	- - -	- - -	579 11 8	579 11 8
800 0 0	5	- - -	- - -	- - -	800 0 0	- - -	- - -	- - -	- - -	159 1 2	159 1 2
1,125 0 0	5	- - -	- - -	- - -	1,125 0 0	78 18 4	- - -	- - -	- - -	313 4 10	392 3 2
2,480 0 0	3	- - -	- - -	- - -	2,480 0 0	- - -	- - -	- - -	- - -	82 15 2	82 15 2
1,600 0 0	4	- - -	- - -	- - -	1,600 0 0	- - -	- - -	- - -	- - -	195 6 9	195 6 9
2,000 0 0	5	99 10 11	144 15 0	- - -	2,944 5 11	31 3 5	- - -	- - -	- - -	408 18 8	408 18 8
35,444 18 0	2	252 7 4	15 16 3	- - -	5,713 1 7	- - -	- - -	2 12 0	- - -	317 4 3	348 7 8
2,000 0 0	2	- - -	93 7 9	- - -	12,741 7 9	62 10 0	- - -	- - -	- - -	26 17 6	29 9 6
3,000 4 3	5	- - -	126 16 7	212 13 10	5,357 14 8	- - -	- - -	- - -	- - -	206 1 7	268 11 7
3,000 0 0	5	1 15 6	- - -	317 7 9	894 3 3	- - -	- - -	- - -	- - -	- - -	- - -
11,002 16 3	5	- - -	7,146 17 0	- - -	18,709 13 3	- - -	- - -	- - -	- - -	151 9 3	151 9 3
2,000 0 0	3	- - -	- - -	- - -	2,700 0 0	- - -	10 7 0	- - -	- - -	82 1 3	92 8 3
2,000 0 0	5	- - -	202 6 0	- - -	3,002 6 0	- - -	27 18 0	- - -	- - -	626 15 6	654 13 6
1,000 17 3	none	39 13 2	4 2 4	- - -	1,060 19 0	- - -	- - -	- - -	- - -	102 7 5	102 7 5
2,000 0 0	5	30 16 0	10 14 7	- - -	2,366 10 7	- - -	- - -	- - -	- - -	718 17 2	718 17 2
1,000 16 1	5	- - -	4 17 9	- - -	5,671 13 10	- - -	- - -	- - -	- - -	543 8 9	543 8 9
27,708 16 8	1	- - -	- - -	- - -	27,708 16 8	- - -	- - -	- - -	- - -	622 8 0	622 8 0
13,522 10 3	5	79 5 10	143 4 5	- - -	13,522 10 3	10 0 0	- - -	- - -	- - -	221 18 1	231 18 1
1,700 0 0	none	- - -	- - -	- - -	1,700 0 0	- - -	- - -	- - -	- - -	49 8 11	49 8 11
4,646 8 0	5	- - -	- - -	- - -	4,646 8 0	- - -	46 10 0	- - -	- - -	284 6 1	330 16 1
20,577 10 0	5	- - -	- - -	- - -	20,577 10 0	- - -	- - -	- - -	- - -	420 14 3	420 14 3
9,720 0 0	3	- - -	- - -	- - -	9,720 0 0	- - -	- - -	- - -	- - -	115 16 3	115 16 3
5,348 2 6	5	- - -	48 2 6	- - -	5,348 2 6	- - -	- - -	- - -	- - -	60 5 9	60 5 9
691 13 4	5	58 19 0	141 7 2	141 7 2	691 13 4	- - -	- - -	- - -	- - -	- - -	- - -
2,776 7 11	4	61 7 0	- - -	655 0 11	2,776 7 11	- - -	- - -	- - -	- - -	- - -	- - -
16,620 0 0	5	- - -	- - -	- - -	16,620 0 0	- - -	- - -	- - -	- - -	402 3 3	402 3 3
12,760 17 6	5	- - -	310 17 6	- - -	12,760 17 6	- - -	- - -	- - -	- - -	237 12 1	237 12 1
540 8 9	5	139 13 9	9 15 0	- - -	540 8 9	52 18 4	- - -	- - -	- - -	47 18 10	100 17 2
87 9 0	3	87 9 0	- - -	- - -	87 9 0	94 8 3	- - -	- - -	- - -	1,507 7 9	1,601 16 0
46,012 11 0	3	- - -	- - -	- - -	46,012 11 0	248 6 8	- - -	- - -	- - -	1,072 9 5	1,320 16 1
5,600 17 9	5	124 5 5	47 18 0	- - -	5,600 17 9	52 1 8	- - -	- - -	- - -	342 17 7	394 19 3
8,626 7 0	1	- - -	- - -	- - -	8,626 7 0	19 6 8	- - -	- - -	- - -	86 3 5	105 10 1
4,960 5 3	2	- - -	65 17 9	- - -	4,960 5 3	- - -	- - -	- - -	- - -	490 10 1	490 10 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	121 7 7	121 7 7
575 0 0	5	- - -	- - -	- - -	575 0 0	- - -	- - -	- - -	- - -	96 4 5	96 4 5
14,586 0 0	5	- - -	8,106 0 0	- - -	14,586 0 0	- - -	- - -	- - -	28 6 8	235 0 5	263 7 1
6,069 2 6	4	- - -	- - -	- - -	6,069 2 6	38 15 0	- - -	- - -	1 5 0	321 2 7	361 2 7
6,396 4 0	3	- - -	- - -	- - -	6,396 4 0	- - -	- - -	- - -	- - -	263 1 9	263 1 9
4,188 10 0	5	- - -	148 10 0	- - -	4,188 10 0	43 1 4	7 19 6	- - -	- - -	413 14 6	464 15 4
60 0 0	4	- - -	- - -	- - -	60 0 0	- - -	- - -	- - -	- - -	14 1 4	14 1 4
1,309 8 10	4	- - -	- - -	- - -	1,309 8 10	- - -	- - -	- - -	- - -	21 1 10	21 1 10
2,734 2 0	2	- - -	- - -	- - -	2,734 2 0	- - -	- - -	- - -	- - -	427 13 4	427 13 4

(d) Including 1,500*l.* at 4½ per cent.(e) For debts of 683*l.* 6*s.* 8*d.*(f) For debts of 6*l.* 7*s.* 5*d.*

(h) Loss by late surveyor.

(i) Including 3,944*l.* 18*s.* at one penny per cent.(m) For debts of 8*l.*(g) For debts of 395*l.* 4*s.* 6*d.*(r) Including 8,020*l.* at one penny per cent.(s) Including 150*l.* at 4½ per cent.(y) For debts of 431*l.* 3*s.* 4*d.*(z) For debts of 414*l.* 5*s.* 10*d.*

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.		
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Richmond to Lucy Cross, and Gilling to Gatherley Moor	- - -	25 18 8	154 12 0	- - -	- - -	0 14 0	- - -	- - -		
Richmond and Reeth	- - -	3 10 1	540 3 1	- - -	- - -	- - -	- - -	- - -		
Rochdale to Halifax and Elland	295 5 1	- - -	3,438 0 0	- - -	- - -	5 18 3	4 4 4	- - -		
Rotherham and Barnby Moor	584 6 9	- - -	600 0 0	- - -	- - -	- - -	67 7 0	- - -		
Rotherham and Four Lane Ends near Wortley	216 11 10	- - -	385 0 0	- - -	- - -	- - -	3 11 0	- - -		
Rotherham and Pleasley	168 4 6	- - -	385 5 0	- - -	- - -	- - -	2 10 0	- - -		
Rotherham and Swinton	638 7 0	- - -	785 0 0	- - -	- - -	- - -	9 2 0	- - -		
Rotherham and Wentworth	3 12 2	- - -	372 0 0	- - -	- - -	- - -	2 10 0	- - -		
Salterhebble, Stainland, and Sowerby Bridge	519 12 2	- - -	683 0 0	- - -	- - -	- - -	9 3 4	- - -		
Seacroft to Scholes	4 4 5	- - -	63 1 6	- - -	- - -	- - -	0 13 3	- - -		
Sedbergh	236 10 10	- - -	700 0 0	- - -	- - -	- - -	(e) 85 15 3	- - -		
Selby and Leeds	173 11 8	- - -	770 8 2	210 5 0	- - -	0 8 0	0 12 10	- - -		
Selby and Market Weighton	- - -	491 9 10	397 8 4	456 13 1	- - -	0 13 6	- - -	- - -		
Sheffield and Tinsley	394 9 7	- - -	1,855 0 0	- - -	- - -	- - -	125 11 6	- - -		
Shipley and Bramley	383 7 6	- - -	360 0 0	- - -	- - -	- - -	3 2 2	- - -		
Skipton and Clitheroe	112 12 2	- - -	650 0 0	2 18 0	- - -	- - -	2 0 3	- - -		
Skipton and Craco	- - -	625 1 0	363 15 0	- - -	- - -	- - -	- - -	- - -		
Skipton and Knaresbrough	136 13 7	- - -	514 0 0	- - -	- - -	0 1 0	3 0 8	- - -		
Stockton and Middlesbrough	- - -	1,367 3 9	450 13 11	- - -	- - -	1 7 0	79 5 9	3,100 0 0		
Sunk Island	- - -	- - -	140 0 0	123 19 2	- - -	- - -	36 0 1	- - -		
Tadcaster Bridge to Hob Moor Lane End	- - -	37 7 11	485 0 0	- - -	- - -	- - -	5 9 0	- - -		
Tadcaster and Halton Dial	- - -	48 11 2	743 14 9	- - -	- - -	1 5 0	1 12 4	- - -		
Tadcaster and Ouley	268 14 8	- - -	636 3 5	- - -	- - -	- - -	3 5 5	- - -		
Thirsk	- - -	2 19 2	850 0 0	- - -	- - -	0 16 0	- - -	- - -		
Thirsk and Masham	22 2 8	- - -	184 11 0	66 0 0	12 0 0	- - -	- - -	- - -		
Thirsk and Yarm	293 3 3	- - -	500 0 0	- - -	- - -	- - -	5 2 11	- - -		
Tinsley and Doncaster (united)	524 12 0	- - -	1,300 0 0	- - -	- - -	- - -	26 10 0	- - -		
Todmorden	262 15 4	- - -	3,325 10 3	- - -	- - -	4 10 6	23 14 11	- - -		
Wadsley, Langsett, and Sheffield	1,006 10 5	- - -	1,580 0 0	- - -	- - -	- - -	20 7 9	- - -		
Wakefield and Aberford	712 1 5	- - -	665 0 0	- - -	- - -	- - -	14 7 5	- - -		
Wakefield and Austerlands	1,626 11 9	- - -	5,672 0 6	- - -	- - -	- - -	49 5 1	- - -		
Wakefield and Denby Dale	165 9 0	- - -	770 0 0	- - -	- - -	- - -	9 12 2	- - -		
Wakefield and Halifax	246 15 3	- - -	1,952 18 4	- - -	- - -	- - -	65 4 0	- - -		
Wakefield Ings	- - -	- - -	(f) 10 0 0	- - -	- - -	- - -	2 1 8	- - -		
Wakefield to Sheffield	851 16 8	- - -	2,040 12 0	- - -	- - -	- - -	13 8 6	- - -		
Wakefield and Weeland	683 16 9	- - -	912 19 2	78 15 0	- - -	- - -	18 16 3	- - -		
Wellington and Tong Lane End	252 10 1	- - -	919 8 0	- - -	- - -	- - -	0 12 7	- - -		
Wetherby and Knaresbrough	81 3 11	- - -	355 0 0	- - -	- - -	0 2 6	0 5 0	- - -		
Whitecross	- - -	263 14 6	297 0 0	190 0 0	- - -	- - -	- - -	- - -		
Winston Bridge	132 17 3	- - -	307 10 4	- - -	- - -	- - -	3 0 0	- - -		
Workshop to Attercliffe	184 15 11	- - -	840 0 0	- - -	- - -	- - -	- - -	- - -		
Wortley, Armley, and Bramley	- - -	2,381 3 3	229 5 1	- - -	- - -	- - -	1 3 0	- - -		
Wortley and Pudsey	125 10 11	- - -	120 14 8	- - -	- - -	- - -	2 14 6	- - -		
Wyton and Flinton	65 15 10	- - -	102 13 4	27 4 2	59 6 6	- - -	1 7 0	- - -		
York and Boroughbridge	96 1 3	- - -	325 0 0	- - -	- - -	- - -	28 0 0	- - -		
York to Kexby Bridge and Grim- ston to Stone Dale	1,330 1 1	- - -	918 15 0	- - -	- - -	0 2 0	16 4 3	- - -		
York to Oswaldkirk Bank	7 4 9	- - -	547 8 10	273 11 3	- - -	- - -	2 0 0	- - -		
York and Scarborough	145 2 5	- - -	1,750 0 0	559 3 0	370 15 2	0 8 9	0 10 0	- - -		
£	36,771 4 3	7,340 13 1	107,837 19 10	3,341 7 10	798 18 10	20 16 3	2,028 5 10	3,100 0 0		

(a) Including contract work.

(b) Allowance to townships.

(c) Contract work.

(d) Paid to townships.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
155 6 0	72 9 6	11 9 1	2 13 4	- - -	- - -	5 15 2	3 11 2	7 0 0	31 6 0
540 3 1	144 15 9	95 15 4	(a) 90 7 10	- - -	8 7 6	11 17 7	5 0 0	10 0 0	30 0 0
3,448 2 7	1,016 14 1	581 16 2	477 8 4	- - -	0 8 6	60 5 6	- - -	50 0 0	120 0 0
667 7 0	(b) 90 0 0	- - -	- - -	- - -	- - -	15 7 10	- - -	15 15 0	10 0 0
388 11 0	(c) 200 0 0	- - -	- - -	- - -	- - -	2 19 6	- - -	21 0 0	10 0 0
387 15 0	- - -	- - -	- - -	- - -	- - -	14 5 3	- - -	12 0 0	10 0 0
794 2 0	(c) 156 0 0	- - -	- - -	- - -	- - -	37 15 6	- - -	22 10 0	- - -
374 10 0	(d) 120 0 0	- - -	- - -	- - -	- - -	- - -	0 8 2	20 0 0	- - -
692 3 4	- - -	- - -	- - -	- - -	- - -	46 5 11	- - -	10 0 0	- - -
63 14 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
785 15 3	146 11 5	110 0 0	127 11 4	- - -	0 7 0	22 4 3	10 0 0	15 0 0	37 12 0
981 14 0	331 19 4	275 5 10	108 5 1	- - -	4 10 0	39 14 3	- - -	30 0 0	60 0 0
854 14 11	140 6 4	64 11 0	342 6 4	- - -	- - -	14 16 3	- - -	15 15 0	30 0 0
1,980 11 6	(c) 800 0 0	- - -	- - -	- - -	- - -	36 3 11	- - -	40 0 0	30 0 0
363 2 2	- - -	- - -	- - -	- - -	- - -	2 13 4	- - -	- - -	4 0 0
654 18 3	102 0 3	7 7 3	(a) 67 9 6	- - -	1 18 4	7 16 0	10 10 0	21 0 0	21 0 0
363 15 0	62 0 0	- - -	0 10 0	- - -	- - -	7 16 8	- - -	5 0 0	- - -
517 1 8	(b) 150 0 0	- - -	- - -	- - -	- - -	23 13 0	10 0 0	20 0 0	25 0 0
3,631 6 8	- - -	- - -	- - -	- - -	- - -	7 5 0	- - -	- - -	- - -
299 19 3	66 15 10	45 9 0	162 4 10	- - -	- - -	14 9 7	- - -	5 0 0	- - -
490 9 0	199 2 7	68 11 5	129 2 9	- - -	- - -	13 3 8	- - -	15 0 0	55 0 0
746 12 1	311 14 3	171 9 5	86 13 2	- - -	6 15 0	34 1 2	- - -	30 0 0	60 0 0
639 8 10	285 7 7	36 16 6	28 13 3	- - -	2 0 0	17 15 0	- - -	20 0 0	60 0 0
850 16 0	287 4 6	114 4 0	57 15 5	- - -	1 19 4	16 13 10	- - -	40 0 0	100 0 0
262 11 0	54 4 6	13 1 4	17 0 6	- - -	2 8 0	4 18 0	2 10 0	2 10 0	21 0 0
505 2 11	- - -	- - -	- - -	- - -	- - -	18 18 7	15 0 0	25 0 0	25 0 0
1,326 10 0	(c) 910 0 0	- - -	- - -	- - -	- - -	84 4 3	- - -	50 0 0	15 15 0
3,353 15 8	700 1 10	377 7 11	63 19 4	35 0 0	16 0 0	104 10 11	25 0 0	25 0 0	87 10 0
1,600 7 9	- - -	- - -	- - -	- - -	- - -	66 10 1	3 1 6	25 0 0	15 0 0
679 7 5	(b) 229 6 3	- - -	- - -	- - -	- - -	1 1 0	- - -	10 0 0	20 0 0
5,721 5 7	1,073 6 2	528 4 2	485 8 8	- - -	43 18 5	48 13 2	6 3 10	31 10 0	150 0 0
779 12 2	- - -	- - -	- - -	- - -	- - -	35 16 6	- - -	25 0 0	15 0 0
2,018 2 4	(b) 753 13 4	- - -	- - -	- - -	- - -	6 19 0	- - -	30 0 0	27 8 8
12 1 8	(f) - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2,054 0 6	(c) 600 0 0	- - -	- - -	- - -	- - -	104 12 3	- - -	70 0 0	26 5 0
1,010 10 5	132 2 11	148 7 10	145 6 6	- - -	0 19 0	36 18 11	- - -	20 0 0	50 0 0
920 0 7	144 9 0	84 4 0	85 4 0	- - -	- - -	59 18 5	- - -	30 0 0	52 0 0
355 7 6	107 0 1	14 0 0	54 2 9	- - -	1 13 0	35 4 5	5 0 0	10 10 0	35 0 0
417 0 0	43 18 9	- - -	(g) 157 7 6	- - -	- - -	3 16 7	- - -	10 0 0	20 0 0
310 18 4	133 5 1	19 14 5	1 16 0	- - -	- - -	2 9 1	- - -	10 0 0	- - -
840 0 0	(c) 300 0 0	- - -	- - -	- - -	- - -	20 12 1	15 0 0	29 9 4	10 0 0
230 8 1	- - -	- - -	- - -	- - -	- - -	10 19 8	- - -	- - -	- - -
123 9 2	43 10 10	15 4 11	19 19 9	- - -	- - -	18 17 7	- - -	- - -	- - -
190 11 0	41 10 7	- - -	24 7 6	- - -	- - -	3 16 6	- - -	5 0 0	10 0 0
353 0 0	145 14 6	66 0 11	23 2 11	- - -	6 0 0	33 7 10	- - -	10 0 0	35 0 0
935 1 3	413 9 4	218 9 2	321 14 4	- - -	- - -	150 15 10	- - -	25 0 0	115 0 0
823 0 1	192 12 5	208 19 8	66 17 2	- - -	- - -	9 10 1	- - -	15 0 0	50 6 0
2,880 16 11	880 10 5	66 1 2	980 6 0	- - -	60 6 11	67 11 11	20 0 0	20 0 0	200 0 0
117,127 8 7	25,598 11 11	8,106 0 10	10,713 17 1	65 18 0	204 0 6	3,427 8 7	249 12 4	2,441 11 7	4,398 10 0

(e) From railway company.

(f) The road is repaired by the toll lessee.

(g) Including carriage.

(Continued on page 84.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Richmond to Lucy Cross and Gil- ling to Gatherley Moor - - -	- - -	25 3 5	- - -	- - -	5 10 0	- - -	164 17 8
Richmond and Reeth - - -	- - -	81 0 0	- - -	- - -	1 1 3	- - -	478 5 3
Rochdale to Halifax and Elland - -	26 0 10	439 9 4	38 12 3	502 5 0	79 10 8	- - -	3,392 5 8
Rotherham and Barnby Moor - -	18 13 7	173 3 11	- - -	(a) 350 0 0	13 8 11	- - -	686 9 3
Rotherham and Four Lane Ends near Wortley - - -	5 9 4	109 0 4	85 0 0	- - -	16 7 0	- - -	449 16 2
Rotherham and Plesley - - -	16 1 9	124 19 6	- - -	(c) 205 1 0	12 11 2	- - -	394 18 8
Rotherham and Swinton - - -	12 4 2	160 10 4	- - -	(d) 440 0 0	40 19 0	- - -	869 19 0
Rotherham and Wentworth - - -	9 16 1	- - -	2 10 0	160 5 8	15 11 0	- - -	328 10 11
Salterhebble, Stainland, and Sowerby Bridge - - -	5 5 0	477 3 6	- - -	400 0 0	12 5 4	- - -	950 19 2
Seacroft to Scholes - - -	- - -	- - -	- - -	- - -	1 5 10	- - -	16 5 10
Sedburgh - - -	- - -	90 14 10	3 15 2	235 0 0	7 6 0	- - -	806 2 0
Selby and Leeds - - -	- - -	145 12 9	- - -	- - -	36 10 6	- - -	1,031 17 9
Selby and Market Weighton - - -	30 9 3	96 16 8	- - -	- - -	57 3 8	- - -	792 4 6
Sheffield and Tinsley - - -	46 2 11	66 6 3	580 6 0	100 0 0	93 0 9	- - -	1,791 19 10
Shipley and Bramley - - -	9 18 0	167 13 4	- - -	(y) 260 0 0	- - -	- - -	444 4 8
Skipton and Clitheroe - - -	- - -	259 6 3	- - -	112 12 2	22 13 10	- - -	633 13 7
Skipton and Craco - - -	- - -	66 3 10	- - -	- - -	- - -	- - -	141 10 6
Skipton and Knaresbrough - - -	- - -	141 16 0	- - -	100 0 0	8 12 3	- - -	479 1 3
Stockton and Middlesbrough - - -	- - -	233 8 2	830 6 5	1,000 0 0	43 3 3	- - -	2,114 2 10
Sunk Island - - -	- - -	- - -	- - -	- - -	6 0 0	- - -	299 19 3
Tadcaster Bridge to Hob Moor Lane End - - -	- - -	3 17 6	- - -	- - -	12 2 1	- - -	496 0 0
Tadcaster and Halton Dial - - -	- - -	40 18 1	- - -	- - -	17 11 8	- - -	759 2 9
Tadcaster and Otley - - -	- - -	213 0 11	- - -	- - -	5 4 0	- - -	668 17 3
Thirsk - - -	- - -	232 15 8	- - -	- - -	15 10 2	- - -	866 2 11
Thirsk and Masham - - -	23 1 6	92 17 6	- - -	- - -	16 13 6	12 0 0	262 4 10
Thirsk and Yarm - - -	- - -	489 12 6	- - -	- - -	11 3 1	- - -	584 14 2
Tinsley and Doncaster (united) - -	3 18 3	125 0 9	- - -	(i) 287 2 6	86 14 6	- - -	1,562 15 3
Todmorden - - -	124 0 7	713 18 3	38 2 0	(h) 1,145 0 0	15 16 7	- - -	3,471 7 5
Wadsley, Langsett, and Sheffield -	19 3 9	1,093 0 5	- - -	- - -	23 17 2	- - -	1,245 12 11
Wakefield and Aberford - - -	- - -	167 5 5	- - -	- - -	17 6 11	- - -	444 19 7
Wakefield and Austerlands - - -	18 13 6	549 15 0	- - -	2,112 6 7	111 9 6	- - -	5,159 9 0
Wakefield and Denby Dale - - -	- - -	68 10 10	- - -	500 0 0	- - -	- - -	644 7 4
Wakefield and Halifax - - -	34 15 9	223 14 10	- - -	1,050 0 0	14 4 6	- - -	2,140 16 1
Wakefield Ings - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Wakefield to Sheffield - - -	- - -	797 7 11	17 16 6	(o) 500 0 0	48 5 2	- - -	2,164 6 10
Wakefield and Weeland - - -	7 13 2	243 1 1	- - -	(p) 438 0 0	7 12 10	- - -	1,230 2 3
Wellington and Tong Lane End - -	- - -	509 13 2	- - -	- - -	- - -	- - -	965 8 7
Wetherby and Knaresbrough - - -	- - -	12 0 0	- - -	- - -	6 2 7	- - -	260 12 10
Whitcross - - -	14 15 7	21 14 6	- - -	- - -	4 14 2	- - -	276 7 1
Winston Bridge - - -	- - -	94 0 0	- - -	(q) 25 0 0	9 1 9	- - -	295 5 4
Worksop to Attercliffe - - -	29 14 6	320 12 9	- - -	- - -	- - -	- - -	725 8 8
Wortley, Armley, and Bramley - -	(r) 19 5 1	- - -	- - -	- - -	- - -	- - -	50 4 9
Wortley and Pudsey - - -	- - -	- - -	- - -	- - -	- - -	- - -	97 13 1
Wyton and Flinton - - -	2 6 4	- - -	- - -	- - -	2 10 0	59 6 6	148 17 5
York and Boroughbridge - - -	- - -	- - -	- - -	- - -	3 13 1	- - -	322 19 3
York to Kexby Bridge and Grim- ston to Stone Dale - - -	- - -	- - -	- - -	- - -	4 11 0	- - -	1,248 19 8
York to Oswaldkirk Bank - - -	26 16 4	129 7 11	- - -	- - -	8 2 4	- - -	707 11 11
York and Scarborough - - -	- - -	3 0 0	- - -	25 0 0	22 4 7	370 15 2	2,715 16 2
£	1,779 7 6	24,402 1 9	4,045 11 4	24,526 1 7	2,372 7 6	798 18 10	113,129 19 4

(a) For debts of 500*l*.(b) Including 2,500*l*. at 3 per cent.(c) For debts of 321*l*. 8*s*.(d) For debts of 468*l*. 3*s*. 10*d*.(g) For debts of 390*l*. 15*s*. 9*d*.

(h) Reduced by consent.

(i) For debts of 301*l*. 2*s*. 6*d*.(k) For debts of 1,325*l*.

(n) Large arrears, the amount not stated.

(o) For debts of 556*l*. 11*s*. 9*d*.(p) For debts of 600*l*.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
650 0 0	4	-	-	35 10 4	685 10 4	15 8 0	-	-	-	-	15 8 0
10,270 0 0	5	3,931 3 8	8,217 10 0	-	21,408 13 8	-	-	-	-	58 7 9	58 7 9
8,538 5 0	5	-	-	-	8,538 5 0	-	-	-	-	351 2 0	351 2 0
8,950 0 0	1½	-	-	-	8,950 0 0	-	-	-	-	565 4 6	565 4 6
2,400 0 0	4½	-	273 2 4	-	2,673 2 4	-	-	-	-	155 6 8	155 6 8
4,837 17 8	2½	-	-	-	4,837 17 8	-	-	-	-	161 0 10	161 0 10
3,376 19 8	4	-	-	-	3,376 19 8	-	-	-	-	562 10 0	562 10 0
2,724 16 8	(e) none	-	-	-	2,724 16 8	-	-	-	-	49 11 3	49 11 3
13,569 18 8	4 to 5	-	12,596 19 3	-	26,166 17 11	1 0 0	-	-	-	260 15 9	261 15 9
2,839 0 0	5	-	993 13 0	-	3,832 13 0	-	-	-	-	51 13 4	51 13 4
1,908 0 0	4	-	5 17 0	-	1,911 17 0	-	-	-	-	216 4 1	216 4 1
3,200 0 0	4½ & 5	-	-	-	3,200 0 0	-	-	-	-	123 7 11	123 7 11
3,240 0 0	3	-	-	428 19 5	3,668 19 5	-	-	-	-	-	-
1,276 7 6	5	-	-	-	1,276 7 6	-	-	-	-	583 1 3	583 1 3
3,911 15 4	2½	-	146 10 7	-	6,058 5 11	30 0 0	-	-	-	302 5 0	332 5 0
3,282 3 1	5	-	-	-	5,282 3 1	-	-	-	-	133 16 10	133 16 10
3,060 0 0	4½	-	731 12 0	402 16 6	4,194 8 6	-	-	-	-	-	-
3,465 0 0	4	-	-	-	3,465 0 0	-	-	-	-	174 14 0	174 14 0
6,850 0 0	5	-	-	-	6,850 0 0	-	-	-	-	150 0 1	150 0 1
-	-	-	-	-	-	-	-	-	-	-	-
900 0 0	4½ & 5	-	-	42 18 11	42 18 11	-	-	-	-	-	-
3,000 0 0	5	-	85 1 10	61 1 10	961 1 10	-	-	-	-	-	-
4,233 6 8	4 & 4½	-	173 15 2	18 6 1	4,425 7 11	-	-	-	-	239 6 3	239 6 3
1,581 10 10	(h) 3	-	-	-	1,581 10 10	-	-	-	138 16 0	22 8 10	161 4 10
8,157 7 10	3	-	421 7 8	-	8,578 15 6	-	-	-	-	213 12 0	213 12 0
2,021 17 6	5	-	-	-	2,021 17 6	-	-	-	-	288 6 9	288 6 9
14,705 0 0	4½	-	-	-	14,705 0 0	-	-	-	421 17 0	145 3 7	567 0 7
19,062 5 6	5	-	5,568 0 7	-	24,630 6 1	-	-	-	-	1,361 5 3	1,361 5 3
3,340 0 0	5	-	-	-	3,340 0 0	-	-	-	-	946 9 3	946 9 3
9,139 3 0	5	-	69 2 7	-	9,208 5 7	-	-	-	-	2,188 8 4	2,188 8 4
17,933 2 6	2	-	1,364 1 8	-	19,317 4 2	-	-	-	-	300 13 10	300 13 10
3,860 0 0	4½ & 5	-	343 0 1	-	4,203 0 1	-	-	-	(m) 6,123 0 0	124 1 6	6,247 1 6
2,163 14 8	4 & 5	-	(n)	-	2,163 14 8	-	-	-	-	12 1 8	12 1 8
10,593 4 1	4 & 5	46 7 7	218 8 10	-	10,858 0 6	166 15 0	-	-	-	741 10 4	908 5 4
4,100 0 0	5	-	102 10 0	-	4,202 10 0	68 1 6	-	-	-	464 4 11	532 6 5
10,232 0 0	5	-	275 16 0	-	10,507 16 0	-	-	-	-	207 2 1	207 2 1
300 0 0	4	-	-	-	300 0 0	-	-	-	-	155 18 7	155 18 7
140 0 0	4½	-	-	122 1 7	262 1 7	-	-	20 0 0	-	-	20 0 0
2,550 0 0	4	-	282 10 0	-	2,832 10 0	-	-	3 0 0	-	148 9 3	151 9 3
11,000 0 0	3	67 6 6	978 12 0	-	12,045 18 6	-	-	-	-	299 7 3	299 7 3
10,730 8 0	5	1,794 11 2	12,738 5 9	2,180 19 11	27,444 4 10	-	-	-	-	-	-
3,415 0 0	5	-	3,723 12 0	-	7,138 12 0	-	-	-	-	151 7 0	151 7 0
298 0 0	none	-	-	-	288 0 0	-	-	-	-	107 9 5	107 9 5
-	-	-	-	-	-	-	-	-	-	126 2 0	126 2 0
-	-	-	-	-	-	-	-	-	-	1,016 2 8	1,016 2 8
4,735 0 0	2½	-	87 18 9	-	4,822 18 9	-	-	-	-	122 12 11	122 12 11
50 0 0	3½	35 4 10	4 0 0	-	89 4 10	-	-	-	-	110 3 2	110 3 2
107,183 18 6	-	9,793 17 11	97,081 17 4	5,237 17 1	819,297 10 10	1,275 13 2	104 6 8	25 12 0	6,754 0 9	38,665 17 6	46,825 10 1

(e) No interest payable unless a surplus after paying off one twentieth part of the debt.

(f) Including 1,000*l.* at 4 per cent, and 7,907*l.* not bearing interest.(g) For a debt of 50*l.*(h) Including 256*l.* at 4½ per cent.

(i) Due from Leeds and Whitehall road.

(j) Arrears.

W A L E S.

NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.	Balance due to the Treasurers, 1st Jan. 1859.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Beaumaris and Menai Bridge -	200 10 7	- - -	240 0 0	- - -	- - -	- - -	- - -	- - -
Shrewsbury and Holyhead -	604 10 11	- - -	4,684 10 1	- - -	- - -	- - -	61 1 4	- - -
£	805 1 6	- - -	4,924 10 1	- - -	- - -	- - -	61 1 4	- - -
COUNTY OF CARNARVON.								
Carnarvonshire - - -	1,273 10 8	- - -	2940 12 11	- - -	- - -	- - -	59 8 5	- - -
Pennaschno - - -	65 8 11	- - -	97 2 0	- - -	- - -	- - -	1 13 8	- - -
Porthdinllaen and Nanthwynant -	429 17 8	- - -	724 0 6	- - -	- - -	- - -	- - -	- - -
Yspytty - - -	- - -	6 18 6	16 11 6	28 18 9	- - -	- - -	- - -	- - -
£	1,768 17 3	6 18 6	3,778 6 11	28 18 9	- - -	- - -	61 2 1	- - -
COUNTY OF DENBIGH.								
Barnhill and Wrexham - -	122 9 1	- - -	416 3 4	- - -	- - -	2 16 3	- - -	- - -
Conway - - -	310 14 9	- - -	363 3 0	- - -	- - -	- - -	20 6 11	- - -
Llanrwst - - -	80 3 3	- - -	394 10 0	- - -	- - -	0 5 0	89 10 0	- - -
Ruthin to Mold - - -	62 0 0	- - -	460 16 8	- - -	- - -	- - -	9 6 2	- - -
Wrexham to Denbigh through Ruthin - - -	63 3 9	- - -	1,120 0 0	- - -	- - -	2 17 6	29 4 0	- - -
Ditto, Cerrig-y-Druidion Branch -	- - -	- - -	105 0 0	- - -	- - -	- - -	12 4 2	- - -
Wrexham, Ruabon, and Llan- gollen - - -	151 2 6	- - -	1,088 0 7	- - -	- - -	- - -	5 16 1	- - -
£	789 13 4	- - -	3,947 13 7	- - -	- - -	5 18 9	166 7 4	- - -
COUNTY OF FLINT.								
Chester and Northop - -	229 15 0	- - -	568 6 8	- - -	- - -	- - -	0 17 3	- - -
Denbigh and Rhyddlan - -	312 2 4	- - -	403 15 5	- - -	- - -	- - -	(b)422 7 3	- - -
Flint - - -	249 17 10	- - -	1,050 0 0	- - -	- - -	0 8 6	3 14 7	- - -
Holywell - - -	93 8 3	- - -	750 0 0	- - -	- - -	- - -	0 17 1	- - -
King's Ferry - - -	773 15 0	- - -	957 18 4	- - -	- - -	- - -	(d)263 18 11	- - -
Ditto, Northop Branch - -	59 18 6	- - -	80 0 0	- - -	- - -	- - -	- - -	- - -
Mold and Broughton and Branch -	- - -	146 11 11	250 0 0	20 0 0	- - -	- - -	- - -	- - -
Mold and Denbigh - - -	8 3 10	- - -	676 8 3	- - -	- - -	- - -	19 4 2	- - -
Mostyn - - -	29 2 3	- - -	779 11 3	- - -	- - -	0 5 0	(f)128 0 0	- - -
Overton District - - -	88 3 11	- - -	652 5 1	- - -	- - -	- - -	30 0 0	- - -
Pontblyddyn and Llandegla -	59 7 1	- - -	595 0 0	- - -	- - -	- - -	16 0 0	- - -
St. Asaph - - -	38 6 6	- - -	143 0 0	- - -	- - -	- - -	4 15 1	- - -
Whitchurch and Marchwiell -	50 5 11	- - -	697 1 3	- - -	- - -	- - -	12 10 0	- - -
Wrexham and Mold - - -	328 3 2	- - -	612 0 0	- - -	- - -	- - -	20 0 0	- - -
£	2,320 9 7	146 11 11	8,015 6 3	20 0 0	- - -	0 13 6	922 4 4	- - -
COUNTY OF MERIONETH.								
Aberdovey District - -	36 8 4	- - -	219 10 0	- - -	- - -	- - -	- - -	- - -
Bala District - - -	25 19 3	- - -	737 0 0	- - -	- - -	- - -	- - -	- - -
Dolgelly, Mowddy, and Towyn -	297 10 0	- - -	1,133 3 4	- - -	- - -	- - -	0 12 8	- - -
Edeirnion - - -	59 8 5	- - -	513 0 0	- - -	- - -	- - -	1 10 0	- - -
Festiniog, Maentwrog, and Har- lech - - -	163 5 3	- - -	603 5 5	- - -	- - -	- - -	- - -	- - -
£	582 11 3	- - -	3,205 18 9	- - -	- - -	- - -	2 2 8	- - -
(Note.—Traethbach Bridge and Road, no Return.)								

(Note.—Traethbach Bridge and Road, no Return.)

(a) Including materials, &c.

(b) Including 400*l.* compensation from railway.

(f) Including 100*l.* from Holywell District.

WALES.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
240 0 0 4,743 11 5	53 9 0 (a)3,523 5 10	20 5 0 -	39 16 3 -	- - - -	- - - 49 16 6	2 6 9 130 5 1	5 0 0 -	- - - 250 0 0	10 0 0 280 16 0
4,985 11 5	3,576 14 10	20 5 0	39 16 3	- - -	49 16 6	132 11 10	5 0 0	250 0 0	290 16 0
3,000 1 4 98 15 8 724 0 6 45 10 3	818 18 8 44 0 0 (a)163 0 0 32 14 5	173 13 3 - - - - - - 1 1 0	3 6 6 - - - - - - -	- - - - - - - - - -	1 18 2 - - - - - - -	102 12 1 1 12 7 - - - -	21 0 0 - - - 10 0 0 -	105 0 0 5 0 0 10 0 0 -	125 0 0 - - - 30 0 0 -
3,868 7 9	1,060 13 1	174 14 3	3 6 6	- - -	1 18 2	104 4 8	31 0 0	120 0 0	155 0 0
418 19 7 383 9 11 484 5 0 470 2 10 1,152 1 6 117 4 2 1,093 16 8	96 11 5 94 13 1 159 6 0 227 10 11 554 4 9 79 12 5 364 12 1	41 8 5 25 2 9 20 0 0 67 14 11 149 1 6 13 7 10 158 17 8	17 7 3 26 18 1 - - - 0 6 0 1 15 11 7 1 0 9 7 6	- -	6 1 0 0 8 8 - - - 7 10 7 9 14 11 0 15 7 4 0 0	13 17 7 23 3 4 - - - 16 6 3 59 1 1 0 18 0 71 15 6	- - - - - - 10 0 0 - - - - - - - - - - - -	10 0 0 10 0 0 10 0 0 10 0 0 20 0 0 - - - 40 0 0	20 0 0 23 18 10 33 0 0 28 0 0 72 0 0 - - - 60 3 6
4,119 19 8	1,576 10 8	475 13 1	62 15 9	- - -	28 10 9	185 1 9	10 0 0	100 0 0	237 2 4
569 3 11 826 2 8 1,054 3 1 750 17 1 1,221 17 3 80 0 0 270 0 0 695 12 5 907 16 3 682 5 1 411 0 0 147 15 1 709 11 3 632 0 0	77 12 8 163 7 4 272 3 0 101 4 0 (c)955 13 6 (c)76 10 0 70 14 0 287 4 2 185 10 0 287 15 3 113 11 10 46 14 6 230 7 0 156 15 3	27 11 3 75 2 2 - - - - - - - - - - - - 9 9 0 75 3 8 - - - 140 8 4 8 17 0 16 7 10 93 9 11 44 3 8	8 7 9 93 3 10 (c)495 1 4 (c)63 1 1 - - - - - - 6 12 1 82 19 1 (c)269 14 5 1 10 10 6 0 0 12 9 2 80 2 9 28 1 10	- -	5 8 0 - - - 11 12 6 2 4 6 - - - - - - 1 14 2 5 19 5 - - - 7 14 6 0 15 6 - - - 14 7 0 10 17 1	5 15 4 36 6 11 24 13 10 16 11 4 50 0 0 - - - 15 16 6 38 0 1 22 6 5 22 9 8 2 9 1 7 18 1 11 16 4 22 5 2	- - - - - - 3 0 2 2 7 1 4 4 0 - - - 6 6 0 - - - 2 16 8 12 0 0 - - - - - - 10 0 0 5 5 0	20 0 0 20 0 0 30 0 0 20 0 0 30 0 0 - - - 25 0 0 25 0 0 20 0 0 10 0 0 10 0 0 5 0 0 16 18 2 15 0 0	20 0 0 57 17 4 57 1 8 35 0 0 30 0 0 - - - 30 0 0 75 13 0 35 0 0 7 0 0 20 0 0 4 19 4 30 0 0 40 0 0
8,958 4 1	3,025 2 6	492 12 10	1,147 4 2	- - -	60 12 8	276 8 9	45 18 11	246 18 2	442 11 4
219 10 0 787 0 0 1,133 16 0 514 10 0 608 5 5	(g)92 5 10 473 3 9 436 12 4 253 5 1 335 7 8	19 8 6 - - - 134 3 10 - - - 23 7 2	- - - - - - 8 12 3 - - - -	- - - - - - - - - - - - -	- - - - - - - - - - - - -	6 1 10 - - - 59 6 4 - - - -	8 0 0 15 0 0 - - - 10 10 0 10 0 0	12 0 0 8 8 0 30 0 0 5 17 0 20 0 0	10 9 6 30 0 0 57 10 0 31 10 0 29 0 0
3,208 1 5	1,590 14 8	176 19 6	8 12 3	- - -	- - -	65 8 2	43 10 0	76 5 0	158 9 6

(c) Including team labour. (d) Including 250l. from River Dee Company. (e) Contract work.
(g) Including contract work.

(Continued on page 88.)

W A L E S. - - - - -

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Beaumaris and Menai Bridge - -	- - -	34 7 6	213 0 0	- - -	12 14 6	- - -	390 19 0
Shrewsbury and Holyhead - -	1 1 0	103 3 2	- - -	151 14 11	141 3 10	- - -	4,631 6 4
£	1 1 0	137 10 8	213 0 0	151 14 11	153 18 4	- - -	5,022 5 4
COUNTY OF CARNARVON.							
Carnarvonshire - - - -	- - -	652 5 4	80 0 0	(b) 1,053 0 0	67 15 2	- - -	3,204 9 2
Penmachno - - - -	- - -	22 10 0	- - -	- - -	3 12 0	- - -	76 14 7
Porthdinllaen and Nanthwynant -	- - -	123 4 4	- - -	(d) 857 19 0	19 3 0	- - -	715 6 4
Yspytty - - - -	- - -	- - -	- - -	- - -	1 12 7	- - -	35 8 0
£	- - -	797 19 8	80 0 0	1,410 19 0	92 2 9	- - -	4,031 18 1
COUNTY OF DENBIGH.							
Barnhill and Wrexham - -	3 8 4	132 11 3	- - -	120 0 0	19 11 10	- - -	480 17 1
Conway - - - -	- - -	129 10 1	- - -	- - -	11 0 10	- - -	344 15 9
Llanrwst - - - -	- - -	29 1 1	- - -	150 0 0	5 0 11	- - -	416 8 0
Ruthin to Mold - - - -	2 14 10	90 3 7	- - -	- - -	15 19 1	- - -	466 6 2
Wrexham to Denbigh through Ruthin - - - -	- - -	170 6 5	- - -	- - -	25 8 9	- - -	1,061 13 4
Ditto, Cerrig-y-Druidion Branch -	9 16 4	4 18 0	- - -	- - -	0 15 0	- - -	117 4 2
Wrexham, Ruabon, and Llan- gollen - - - -	15 5 2	151 11 10	- - -	- - -	46 8 6	- - -	922 1 9
£	31 4 8	708 2 3	- - -	270 0 0	124 4 11	- - -	3,809 6 2
COUNTY OF FLINT.							
Chester and Northop - -	1 14 4	130 4 6	- - -	(g) 200 0 0	19 2 10	- - -	515 16 8
Denbigh and Rhyddlan - -	- - -	83 14 7	- - -	390 0 0	14 16 1	- - -	934 8 3
Flint - - - -	1 13 6	159 11 1	25 13 2	- - -	45 5 8	- - -	1,193 15 11
Holywell - - - -	4 9 6	235 18 7	5 11 6	225 0 0	23 19 2	- - -	735 6 9
King's Ferry - - - -	165 2 4	129 3 3	- - -	- - -	6 1 11	- - -	1,370 5 0
Ditto, Northop Branch - -	- - -	- - -	- - -	- - -	- - -	- - -	76 10 0
Mold and Broughton and Branch -	10 0 0	34 12 11	- - -	- - -	13 9 7	- - -	223 14 3
Mold and Denbigh - - - -	- - -	19 8 4	- - -	- - -	24 10 2	- - -	633 17 11
Mostyn - - - -	0 13 4	274 2 3	4 14 1	- - -	31 19 8	- - -	846 15 10
Overton District - - - -	- - -	109 8 0	- - -	100 0 0	9 0 4	- - -	707 6 11
Pontblyddyn and Llandegla - -	- - -	84 0 0	- - -	- - -	13 9 0	- - -	259 2 5
St. Asaph - - - -	- - -	41 16 7	- - -	- - -	4 9 10	- - -	139 15 4
Whitchurch and Marchiel - -	- - -	141 3 0	- - -	- - -	1 10 0	- - -	631 14 2
Wrexham and Mold - - - -	- - -	147 8 5	- - -	200 0 0	16 12 0	- - -	686 8 5
£	183 13 0	1,590 11 6	35 18 9	1,115 0 0	224 6 3	- - -	8,886 18 10
COUNTY OF MERIONETH.							
Aberdovey District - - - -	- - -	83 6 8	- - -	- - -	13 11 3	- - -	195 3 7
Bala District - - - -	- - -	75 8 6	- - -	- - -	40 0 0	- - -	643 0 3
Dolgelly, Mowddy, and Towyn -	0 6 0	148 15 7	220 8 2	(f) 124 19 0	63 14 10	- - -	1,284 8 4
Edeirnion - - - -	- - -	87 5 3	- - -	- - -	76 17 5	- - -	465 4 9
Festiniog, Maentwrog, and Har- lech - - - -	- - -	97 15 2	- - -	- - -	33 16 11	- - -	549 6 11
£	0 6 0	442 11 2	220 8 2	124 19 0	228 0 5	- - -	3,156 3 10
(Note.—Traethbach Bridge and Road, no Return.)							

(a) Reduced 1,050*l.* discharged by the Office of Works, and including 65*l.* 1*s.* 4*d.* at 4 per cent. (b) For debts of 1,600*l.*
(f) According to income, but not paid for many years. (g) For debts of 222*l.* 16*s.* 3*d.*
(d) For debts of 150*l.*

W A L E S.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
700 0 0	5	100 0 0	- - -	- - -	800 0 0	- - -	- - -	- - -	- - -	49 11 7	49 11 7
(a)4,813 4 4	5	- - -	1,280 3 9	- - -	6,093 8 1	- - -	- - -	- - -	191 2 0	718 16 0	909 18 0
3,513 4 4	- -	100 0 0	1,280 3 9	- - -	6,893 8 1	- - -	- - -	- - -	191 2 0	768 7 7	959 9 7
15,758 10 0	4	- - -	- - -	- - -	15,758 10 0	69 4 4	- - -	- - -	- - -	1,069 2 10	1,138 7 2
(c)1,288 0 0	5	- - -	- - -	- - -	1,280 0 0	- - -	- - -	- - -	- - -	87 10 0	87 10 0
(e)6,307 11 9	2	- - -	95 3 4	- - -	6,402 15 1	- - -	- - -	- - -	- - -	438 11 10	438 11 10
1,188 7 6	(f)	- - -	- - -	- - -	1,188 7 6	- - -	- - -	- - -	- - -	3 3 9	3 3 9
24,534 9 3	- -	- - -	95 3 4	- - -	24,629 12 7	69 4 4	- - -	- - -	- - -	1,598 8 5	1,667 12 9
2,621 11 2	5	- - -	9 5 1	- - -	2,630 16 3	38 16 8	- - -	- - -	- - -	60 11 7	99 8 3
2,650 0 0	5	- - -	- - -	- - -	2,650 0 0	6 17 0	- - -	6 15 0	- - -	349 9 0	363 1 0
545 18 4	5	- - -	- - -	- - -	545 18 4	- - -	- - -	- - -	- - -	148 0 3	148 0 3
2,311 2 11	5	- - -	71 4 8	- - -	2,382 7 7	- - -	- - -	- - -	- - -	65 16 8	65 16 8
3,456 11 7	5	- - -	297 1 5	- - -	3,753 13 0	- - -	- - -	- - -	- - -	153 11 11	153 11 11
200 0 0	5	- - -	5 0 0	- - -	205 0 0	- - -	- - -	- - -	- - -	- - -	- - -
3,016 16 6	5	- - -	- - -	- - -	3,016 16 6	7 10 0	- - -	- - -	146 0 9	322 17 5	476 8 2
14,802 0 6	- -	- - -	382 11 2	- - -	15,184 11 8	53 3 8	- - -	6 15 0	146 0 9	1,100 6 10	1,306 6 3
5,297 3 9	3	- - -	70 7 4	- - -	5,367 11 1	41 13 4	- - -	- - -	- - -	283 2 3	324 15 7
200 0 0	5	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	- - -	203 16 0	203 16 9
3,561 0 0	4½	- - -	- - -	- - -	3,561 0 0	- - -	- - -	- - -	(h)2,533 9 2	178 5 0	2,711 14 2
6,527 4 10	4½	- - -	789 4 0	- - -	7,316 8 10	- - -	- - -	- - -	- - -	108 18 7	108 18 7
23,095 9 7	5	- - -	21,154 6 5	- - -	44,249 16 0	101 11 8	- - -	- - -	- - -	625 7 3	726 18 11
500 0 0	5	- - -	750 0 0	- - -	1,250 0 0	- - -	- - -	- - -	- - -	63 8 6	63 8 6
2,044 0 0	(i)4	- - -	- - -	100 6 2	2,144 6 2	- - -	- - -	- - -	- - -	- - -	- - -
500 0 0	4	- - -	- - -	- - -	500 0 0	- - -	- - -	- - -	- - -	69 18 4	69 18 4
6,149 10 10	4½	- - -	- - -	- - -	6,149 10 10	- - -	- - -	- - -	(k)600 0 0	90 1 8	690 1 8
2,100 0 0	5	- - -	- - -	- - -	2,100 0 0	54 6 8	- - -	20 0 0	- - -	63 2 1	137 8 9
2,800 0 0	3	- - -	- - -	- - -	2,800 0 0	- - -	- - -	- - -	- - -	211 4 8	211 4 8
980 0 0	5	- - -	64 0 0	- - -	1,044 0 0	- - -	- - -	- - -	- - -	46 6 3	46 6 3
3,475 0 0	4	- - -	- - -	- - -	3,475 0 0	- - -	- - -	- - -	- - -	128 3 0	128 3 0
2,818 0 0	5	- - -	139 6 5	- - -	2,957 5 5	- - -	- - -	- - -	- - -	273 14 9	273 14 9
60,047 9 0	- -	- - -	22,967 4 2	100 6 2	83,114 19 4	197 11 8	- - -	20 0 0	3,133 9 2	2,345 9 1	5,696 9 11
666 13 6	5	- - -	- - -	- - -	666 13 6	- - -	- - -	- - -	- - -	60 14 9	60 14 9
2,275 0 0	3½	- - -	- - -	- - -	2,275 0 0	- - -	- - -	- - -	- - -	120 19 0	120 19 0
(m)7,554 10 6	3½	- - -	326 8 4	- - -	7,880 18 10	- - -	- - -	- - -	- - -	146 17 8	146 17 8
2,537 0 0	3½	- - -	- - -	- - -	2,537 0 0	- - -	- - -	- - -	- - -	108 13 8	108 13 8
3,496 0 0	3½	- - -	202 6 8	- - -	3,698 6 8	- - -	- - -	- - -	- - -	217 3 9	217 3 9
16,529 4 0	- -	- - -	528 15 0	- - -	17,057 19 0	- - -	- - -	- - -	- - -	654 8 10	654 8 10

(c) Including 830*l.* at interest according to income.
(A) Due from Holywell district, including interest.

(d) For debts of 450*l.*
(i) Reduced by provisional order.
(m) Including a portion unclaimed.

(e) Including 1,115*l.* at 2½ per cent.
(k) Due from Holywell district.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					
	Balance in Treasurers' Hands, 1st Jan. 1859.		Balance due to the Treasurers, 1st Jan. 1859.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	9. Amount of Money borrowed on the Security of the Toll.
COUNTY OF MONTGOMERY.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Montgomery Second District -	327	14 0	-	- -	1,261	17 0	-	- -	30	8 0
Montgomeryshire First District :—										
Abermule by Glanmule, &c. -	93	17 2	-	- -	121	6 8	31	0 0	-	- -
Abermule to Llandysail and Goitre Road -	22	5 9	-	- -	30	9 2	10	0 0	-	- -
Berriew to the Addfa -	5	5 6	-	- -	138	6 8	18	10 0	-	- -
Efelfach to Tregynon -	-	- -	0	17 0	33	0 0	-	- -	-	- -
Highgate to Aberbechan -	29	2 1	-	- -	28	6 8	9	10 0	(a) 160	0 0
Llangerrig to Tynycoed -	-	- -	10	0 0	-	- -	15	0 0	(b) 35	1 8
Llanidloes to Steddfagerrig and Tylwch -	122	10 6	-	- -	390	0 0	-	- -	2	15 6
Llanidloes to Weeg, Caerws, &c. -	110	13 4	-	- -	150	0 0	5	0 0	-	- -
Montgomery to Garthmill -	472	8 9	-	- -	274	13 4	-	- -	-	- -
Newtown and Caerws to Pont- dolgoch -	49	18 6	-	- -	55	7 4	13	10 0	-	- -
Newtown to Camnant Bridge -	237	4 1	-	- -	300	13 4	35	0 0	-	- -
Newtown and Kerry to the Blue Bell -	33	13 5	-	- -	162	0 0	67	10 0	-	- -
Newtown to Llanidloes -	793	10 4	-	- -	577	7 6	-	- -	-	- -
Newtown to New Mills Bridge -	109	10 1	-	- -	101	13 4	19	0 0	-	- -
Newtown to Talurddig -	232	19 9	-	- -	280	12 10	92	0 0	-	- -
Rhiew Bridge to Newtown -	286	4 11	-	- -	421	13 4	-	- -	-	- -
Montgomeryshire Second District	1,253	4 7	-	- -	2,560	17 3	5	0 0	81	10 0
Montgomeryshire Third District -	495	18 8	-	- -	2,003	3 10	-	- -	110	16 2
Ditto, Blackwaters and Rednall Branch (d) -	17	10 9	-	- -	160	15 2	-	- -	17	0 0
Montgomeryshire Fourth District	-	- -	73	11 0	1,187	3 4	-	- -	-	- -
£	4,693	12 2	84	8 0	10,239	6 9	321	0 0	437	11 4
SOUTH WALES.										
BRECONSHIRE, consolidated -	114	6 10	-	- -	3,835	3 5	2,191	17 8	265	2 0
CARDIGANSHIRE, consolidated -	246	12 10	-	- -	2,475	11 8	533	11 5	128	10 0
CARMARTHENSHIRE, consolidated -	79	8 7	-	- -	7,139	11 0	2,730	5 0	274	0 0
GLAMORGANSHIRE, consolidated -	-	- -	76	10 5	10,634	4 7	3,661	7 4	294	19 10
PEMBROKESHIRE, consolidated -	180	10 11	-	- -	2,173	17 2	637	13 7	57	0 0
RADNORSHIRE, consolidated -	726	4 4	-	- -	1,786	13 7	791	3 4	64	1 5
£	1,347	3 6	76	10 5	28,045	1 6	10,545	18 2	498	14 5

(a) Subscriptions towards improvements.

(b) From other roads.

(c) Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,392 5 0	405 4 0	141 5 3	200 6 5	- - -	1 15 8	13 12 1	- - -	38 12 0	50 0 0
152 6 8	54 3 1	19 1 3	14 5 6	- - -	- - -	1 6 1	0 19 10	0 13 0	2 3 8
40 9 2	20 10 0	3 3 6	1 0 0	- - -	- - -	2 6 4	0 4 10	0 5 0	0 10 9
156 16 8	74 10 2	9 10 8	3 4 2	- - -	2 0 6	1 15 0	1 2 6	0 16 0	2 9 1
33 0 0	33 6 0	- - -	0 8 0	- - -	- - -	0 9 8	0 5 3	0 7 0	0 11 10
197 16 8	26 0 10	2 0 0	1 8 0	- - -	- - -	0 0 8	0 5 8	0 3 0	0 12 8
50 1 8	31 12 6	4 10 6	2 17 8	- - -	1 1 0	- - -	- - -	- - -	- - -
392 15 6	209 7 7	39 9 7	18 16 3	- - -	3 2 6	1 0 6	3 4 10	2 10 0	8 1 3
135 0 0	97 18 4	5 9 0	3 3 3	- - -	0 15 0	0 18 0	1 4 6	1 4 0	2 13 9
274 13 4	84 10 8	20 9 3	31 19 11	- - -	- - -	0 11 4	2 4 10	1 16 0	4 18 4
68 17 4	44 0 4	6 9 6	3 4 6	- - -	0 10 0	6 7 2	0 5 2	- - -	0 11 6
335 13 4	105 10 11	23 12 0	23 16 10	- - -	- - -	0 14 1	2 2 0	1 5 0	14 5 9
229 10 0	75 15 8	13 4 3	16 11 6	- - -	- - -	5 9 5	1 6 6	1 3 0	2 18 0
577 7 6	323 9 10	71 0 7	41 5 1	- - -	3 9 0	2 10 9	5 4 7	5 0 0	11 9 0
120 13 4	39 9 0	4 17 6	0 4 0	- - -	- - -	1 12 3	0 16 6	0 15 0	1 16 0
372 12 10	204 7 2	16 19 2	10 19 8	- - -	- - -	1 1 11	2 4 0	1 18 0	4 16 8
421 13 4	255 6 5	56 13 9	38 9 1	- - -	3 12 10	7 10 3	3 9 0	3 5 0	7 11 3
2,647 7 3	832 17 0	193 5 9	192 4 11	- - -	2 13 0	12 3 9	- - -	42 0 0	79 16 0
2,114 0 0	(c)1,137 2 8	- - -	- - -	- - -	- - -	10 7 2	24 0 0	26 0 0	102 10 0
177 15 2	58 9 4	13 0 0	12 13 3	- - -	4 10 0	6 10 11	- - -	10 0 0	15 0 0
1,187 3 4	328 1 9	135 0 5	(e)185 8 9	- - -	1 16 6	27 6 10	15 0 0	30 0 0	39 0 0
10,997 18 1	4,441 13 3	779 1 11	802 4 9	- - -	25 6 0	110 14 2	64 0 0	167 12 0	351 15 6
6,299 14 11	1,033 5 8	- - -	2,315 13 8	- - -	- - -	77 7 3	5 9 8	51 12 6	161 12 6
3,137 12 11	845 18 8	- - -	1,069 15 1	- - -	- - -	25 6 9	12 10 0	100 0 0	200 0 0
10,150 11 9	1,781 5 11	- - -	4,023 1 3	- - -	- - -	76 16 8	- - -	181 10 0	396 0 0
14,590 11 9	3,160 1 10	- - -	5,043 18 7	- - -	- - -	168 2 8	- - -	235 0 0	426 1 8
2,874 6 6	435 7 6	- - -	1,078 5 9	- - -	- - -	49 4 8	- - -	70 0 0	126 10 3
3,141 4 6	628 19 3	- - -	615 10 6	- - -	15 4 5	15 19 0	- - -	40 0 0	(s)168 15 0
40,194 2 4	7,884 18 10	- - -	14,146 4 8	- - -	15 4 5	412 16 7	17 19 8	708 2 6	1,478 19 5

(Continued on page 92.)

(d) No returns sent for previous years. (e) Contract work. (s) For 1½ year.

(Continued from page 91.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						26. TOTAL EXPENDITURE.
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Montgomery Second District -	- - -	160 13 0	204 5 3	(a) 35 0 0	42 14 9	- - -	1,293 8 5
Montgomeryshire First District:—							
Abermule by Glanmule, &c. -	- - -	63 8 7	- - -	- - -	4 8 11	- - -	160 9 11
Abermule to Llandysail and Goitre Road -	- - -	21 17 1	- - -	- - -	0 14 7	- - -	50 12 1
Berriew to the Addfa -	1 10 0	75 10 3	- - -	- - -	2 13 11	- - -	175 2 3
Efelfach to Tregynon -	- - -	- - -	- - -	- - -	0 16 7	- - -	36 4 4
Highgate to Aberbechan -	- - -	- - -	130 7 0	- - -	5 12 2	- - -	166 10 0
Llangerrig to Tynycoed -	- - -	- - -	- - -	- - -	- - -	- - -	40 1 8
Llanidloes to Steddafagerrig and Tylweh -	- - -	94 7 9	- - -	- - -	11 10 10	- - -	391 11 1
Llanidloes to Weeg, Caersws, &c. -	- - -	6 11 5	- - -	- - -	3 6 7	- - -	123 3 10
Montgomery to Garthmill -	- - -	29 19 3	- - -	- - -	5 11 11	- - -	182 1 6
Newtown and Caersws to Pont- dolgoch -	- - -	- - -	- - -	- - -	0 7 10	- - -	61 16 0
Newtown to Camnant Bridge -	69 14 0	- - -	- - -	- - -	4 17 2	- - -	245 17 9
Newtown and Kerry to the Blue Bell -	- - -	147 10 7	- - -	- - -	6 2 8	- - -	270 1 1
Newtown to Llanidloes -	189 2 3	82 1 4	- - -	- - -	14 0 6	- - -	755 10 11
Newtown to New Mills Bridge -	0 15 0	73 13 7	- - -	- - -	2 3 2	- - -	126 2 0
Newtown to Talurddig -	- - -	153 18 11	- - -	- - -	5 13 2	- - -	401 18 8
Rhiew Bridge to Newtown -	131 17 1	42 4 10	120 0 0	- - -	9 7 0	- - -	679 6 6
Montgomeryshire Second District	34 3 10	929 16 2	13 18 10	(b) 203 3 6	28 7 7	- - -	2,564 10 4
Montgomeryshire Third District -	- - -	512 19 8	- - -	- - -	39 10 6	- - -	1,852 10 0
Ditto, Blackwaters and Rednall Branch (f) -	- - -	34 5 9	- - -	- - -	12 18 0	- - -	167 7 3
Montgomeryshire Fourth District -	- - -	349 11 0	- - -	- - -	11 18 6	- - -	1,123 3 9
£	427 2 2	2,778 9 2	468 11 1	238 3 6	212 15 10	- - -	10,867 9 4
SOUTH WALES.							
BRECONSHIRE, consolidated -	2 14 6	987 15 7	- - -	1,295 6 11	77 3 9	- - -	6,038 1 10
CARDIGANSHIRE, consolidated -	- - -	283 8 7	- - -	399 8 3	73 10 0	- - -	3,009 17 4
CARMARTHENSHIRE, consolidated -	- - -	1,339 10 6	44 12 10	1,910 7 8	288 15 8	- - -	10,042 0 6
GLAMORGANSHIRE, consolidated -	- - -	1,551 5 9	596 0 6	2,138 18 1	609 10 6	- - -	13,928 19 2
PEMBROKESHIRE, consolidated -	- - -	339 0 4	- - -	477 8 4	106 16 2	- - -	2,682 13 0
RADNORSHIRE, consolidated -	- - -	327 12 4	- - -	463 11 0	123 19 1	498 14 5	2,898 5 0
£	2 14 6	4,828 13 1	640 13 4	6,685 0 3	1,279 15 2	498 14 5	38,599 16 10

(a) For a debt of 50l.

(b) Towards purchase of securities.

(c) Reduced 175l. unclaimed.

(f) No returns sent for previous years.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, 31st Dec. 1859.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, 31st Dec. 1859.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,444 0 0	3	- -	115 14 11	- -	5,559 14 11	- -	- -	- -	- -	326 10 7	326 10 7
1,397 5 0	5	- -	189 11 2	- -	1,586 16 2	- -	18 0 0	- -	- -	85 13 11	103 13 11
554 1 0	5	- -	202 13 11	- -	756 14 11	- -	- -	- -	- -	12 2 10	12 2 10
1,532 0 0	5	- -	3 0 0	13 0 1	1,548 0 1	- -	- -	- -	- -	- -	- -
- -	- -	- -	- -	4 1 4	4 1 4	- -	- -	- -	- -	60 8 9	60 8 9
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
1,795 0 0	5	- -	3 0 0	- -	1,798 0 0	- -	- -	- -	- -	123 14 11	123 14 11
230 0 0	5	- -	10 6 9	- -	239 6 9	- -	- -	- -	- -	142 9 6	142 9 6
700 0 0	5	- -	5 0 0	- -	705 0 0	- -	- -	- -	- -	565 0 7	565 0 7
630 0 0	5	- -	522 6 0	- -	1,152 6 0	- -	- -	- -	- -	56 19 10	56 19 10
5,676 0 0	5	- -	8,265 4 0	- -	13,941 4 0	- -	27 0 0	- -	- -	326 19 8	353 19 8
2,407 7 8	5	- -	411 3 4	6 17 8	2,825 8 8	- -	25 0 0	- -	- -	- -	25 0 0
1,933 0 0	5	- -	14 11 8	- -	1,947 11 8	76 9 4	- -	- -	- -	615 6 11	691 16 3
1,438 0 0	5	- -	283 11 5	- -	1,741 11 5	- -	- -	- -	- -	104 1 5	104 1 5
3,617 0 0	5	- -	295 16 1	- -	3,912 16 1	- -	- -	- -	- -	203 13 11	203 13 11
800 0 0	5	- -	- -	- -	800 0 0	2 13 4	- -	- -	- -	28 11 9	31 5 1
23,434 0 0	4	- -	1,086 8 11	- -	24,520 8 11	21 4 11	- -	80 13 0	(d)432 3 4	1,336 1 6	1,870 2 9
11,263 0 0	5	- -	243 0 0	- -	11,505 0 0	- -	- -	- -	- -	757 8 8	757 8 8
676 16 0	5	80 3 0	- -	- -	756 19 0	- -	- -	- -	- -	27 18 8	27 18 8
6,519 10 0	5	- -	38 3 0	9 11 5	6,567 4 5	243 18 8	- -	- -	- -	- -	243 18 8
70,035 19 8	- -	80 3 0	11,689 11 2	33 10 6	81,859 4 4	344 6 3	70 0 0	80 13 0	432 3 4	4,773 3 5	5,700 6 0
27,812 0 5	3½	- -	- -	- -	27,812 0 5	- -	- -	- -	- -	375 19 11	375 19 11
8,420 13 6	3½	- -	- -	- -	8,420 13 6	- -	- -	- -	- -	374 8 5	374 8 5
39,779 14 7	3½	- -	- -	- -	39,779 14 7	- -	- -	- -	- -	187 19 10	187 19 10
45,236 14 10	3½	- -	- -	- -	45,236 14 10	1,031 14 6	- -	- -	281 11 0	585 2 2	1,898 7 8
10,072 6 0	3½	- -	- -	- -	10,072 6 0	- -	- -	- -	- -	372 4 5	372 4 5
9,732 1 7	3½	- -	- -	- -	9,732 1 7	- -	- -	- -	- -	969 3 10	969 3 10
141,053 10 11	- -	- -	- -	- -	141,053 10 11	1,031 14 6	- -	- -	281 11 0	2,864 18 7	4,178 4 1

(c) 2,858*l.* of this debt has been bought up by the Trust. (d) Including 233*l.* 14*s.* 9*d.* invested in consols.
(g) Including 1,200*l.* for which an annuity of 91*l.* 4*s.* 10*d.* is payable until 1873.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

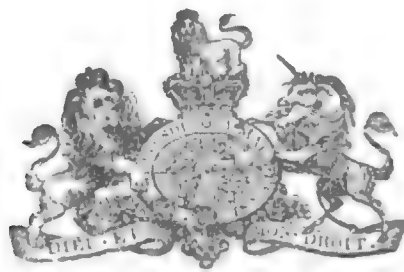
IN

SCOTLAND,

BETWEEN THE TERM OF WHITSUNDAY 1859 AND THE TERM OF
WHITSUNDAY 1860.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1862.

AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1. NAMES OF COUNTIES.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
SCOTLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Trusts.							
ABERDEEN - - 33	10,411 9 3	237 3 6	10,337 19 8	- - -	670 6 4	- - -	11,008 6 0
ARGYLL (a) - -	-	-	-	-	-	-	-
AYR - - 17	9,559 7 9	209 6 9	16,968 16 10	- - -	928 11 9	79 17 3	17,977 5 10
BAMF - - 15	1,781 2 2	333 15 9	2,652 17 10	- - -	36 14 6	- - -	2,689 12 4
BERWICK - - 10	14,051 1 10	24 6 4	4,538 3 8	- - -	389 13 2	- - -	4,927 16 10
BUTE (a) - - -	-	-	-	-	-	-	-
CAITHNESS - - 1	- - -	199 3 11	335 14 7	- - -	459 7 10	- - -	795 2 5
CLACKMANNAN - 3	66 9 5	5 10 7	2,812 14 8	- - -	6 1 3	110 0 0	2,928 15 11
DUMBARTON - - 8	2,413 12 2	852 2 8	4,571 0 0	- - -	675 7 5	- - -	5,246 7 5
DUMFRIES - - 8	6,343 11 3	756 5 3	6,257 9 0	- - -	171 4 6	- - -	6,428 13 6
EDINBURGH - - 4	605 18 5	1,484 13 3	19,189 8 4	- - -	690 10 11	- - -	19,879 19 3
ELGIN - - 6	468 0 8	- - -	1,523 10 2	- - -	68 15 0	600 0 0	2,192 5 2
FIFE - - 7	9,386 19 8	94 18 1	10,321 19 0	- - -	1,627 6 11	- - -	11,949 5 11
FORFAR - - 17	3,683 13 0	4,716 7 11	8,454 9 10	- - -	142 5 6	108 5 10	8,705 1 2
HADDINGTON - 5	264 10 6	592 17 11	3,547 12 11	- - -	289 2 3	- - -	3,836 15 2
INVERNESS - - 2	1,631 19 10	3 5 8	2,778 14 3	- - -	10,818 4 1	- - -	13,596 18 4
KINCARDINE - 6	5,633 2 0	- - -	1,986 0 4	- - -	191 17 6	- - -	2,177 17 10
KINROSS - - 4	2,619 14 2	22 15 5	2,492 16 1	- - -	894 7 8	- - -	3,387 3 9
KIRKCUDBRIGHT - 1	871 4 1	- - -	3,263 18 10	- - -	86 17 7	- - -	3,350 16 5
LANARK - - 22	41,551 14 4	3,066 19 0	49,779 18 2	- - -	2,169 15 11	- - -	51,949 14 1
LINLITHGOW - 3	2,150 12 9	- - -	2,229 8 7	- - -	33 10 1	- - -	2,262 18 8
NAIRN - - 1	- - -	13 0 11	167 0 0	- - -	0 10 4	- - -	167 10 4
ORKNEY (b) - -	-	-	-	-	-	-	-
PERBLES - - 7	633 5 11	62 13 4	1,826 18 8	- - -	15 15 1	- - -	1,842 13 9
PERTH - - 28	6,639 3 2	2,488 4 2	14,454 13 3	- - -	521 14 3	1,000 0 0	15,976 7 6
RENFREW - - 8	748 10 0	4,974 0 1	15,384 11 4	- - -	2,529 0 3	521 15 6	18,435 7 1
ROSS AND CROMARTY (a)	-	-	-	-	-	-	-
ROXBURGH - - 12	4,787 16 11	838 11 5	6,143 11 8	- - -	148 7 6	- - -	6,291 19 2
SELKIRK - - 3	88 4 0	101 12 2	492 7 7	- - -	279 17 4	- - -	772 4 11
STIRLING - - 9	4,298 11 1	1,033 3 2	8,741 2 3	- - -	514 4 1	1,200 0 0	10,455 6 4
SUTHERLAND (a) -	-	-	-	-	-	-	-
WIGTOWN - - 2	1,257 16 5	263 7 3	674 16 0	- - -	247 7 0	- - -	922 3 0
TOTAL - 242	131,947 10 9	22,374 4 4	201,927 13 6	- - -	24,606 16 0	3,619 18 7	230,154 8 1

(a) See INVERNESS. "Highland Roads and Bridges." (b) No Returns.

360, pursuant to the 12th & 13th Vict. C

NCOME.						REMARKS.
25.	26.	27.	F	35.	36.	
TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Rate of Interest per Cent.		Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.	
£ s. d.	£ s. d.	Average.		£ s. d.	£ s. d.	
11,440 1 9	228,069 17 2	4½	-	10,117 18 7	10,743 4 5	
—	—	—		—	—	
17,755 1 9	76,977 15 4	4½	1,2	9,813 13 2	9,851 18 2	
2,662 9 0	44,526 18 7	5	-	1,855 10 1	1,899 6 5	
5,141 17 4	55,650 8 5	3	-	13,868 18 2	14,077 8 2	
—	—	—		—	—	
336 1 11	-	-	-	259 16 7	259 16 7	
2,888 0 8	53,310 0 0	3	-	101 14 1	195 14 1	
5,403 5 10	59,060 18 11	4	1,2	2,344 9 11	7,077 16 1	
6,000 9 0	39,145 19 3	4½	-	6,775 9 9	6,775 9 9	
18,228 12 5	8,312 10 0	3½	-	1,647 0 6	1,697 0 6	
2,478 5 3	9,284 13 9	4½	-	221 2 10	221 2 10	
12,950 2 4	26,296 0 0	4½	-	8,357 1 6	8,629 10 2	
8,523 18 9	83,837 2 8	3½	-	3,727 12 11	4,351 17 5	
3,873 16 9	12,463 7 1	4	0	257 1 0	736 18 0	
13,359 13 1	13,700 0 0	Annuity.	-	1,913 0 4	1,913 0 4	
2,069 17 11	31,139 1 3	4½	-	5,741 1 11	5,877 19 2	
3,185 4 7	42,332 8 9	4½	-	2,841 19 10	3,594 11 6	
3,743 17 10	1,650 0 0	4	-	478 2 8	688 1 3	
45,461 19 10	287,250 3 7	4½	-	47,153 18 8	49,174 6 11	
2,967 17 6	6,077 9 9	3½	-	1,572 12 9	1,572 12 9	
166 16 8	536 0 0	4	-	-	-	
—	—	—		—	—	
1,846 4 7	15,693 13 3	4½	-	579 4 4	738 9 4	
15,908 8 8	214,445 13 4	4½	-	6,749 9 8	9,795 6 10	
18,400 16 6	120,740 17 10	4½	11,3	448 9 6	13,727 12 1	
—	—	—		—	—	
8,508 18 4	42,211 11 4	4½	0	3,361 12 8	3,652 17 10	
571 14 8	983 6 8	2½	0	187 2 1	192 2 1	
11,312 9 5	80,683 15 9	4½	-	2,699 15 0	3,411 14 10	
—	—	—		—	—	
830 7 11	-	-	-	1,423 13 11	1,431 14 0	
226,016 10 3	1,554,379 12 8	-	16,6	134,497 12 5	162,287 11 6	

G. CLIVE.

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AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE
of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of
Whitsunday 1859 and the Term of Whitsunday 1860,—viz.

County of ABERDEEN	-	- 33 Trusts	}	-	p. 6-9
— ARGYLE (a)	-	-			
— AYR	-	- 17 Trusts			
— BANFF	-	- 15 Trusts	}	-	p. 10-13.
— BERWICK	-	- 10 Trusts			
— BUTE (a)	-	-			
— CAITHNESS	-	- 1 Trust	}	-	p. 14-17.
— CLACKMANNAN	-	- 3 Trusts			
— DUMBAULTON	-	- 8 Trusts			
— DUMFRIES	-	- 8 Trusts	}	-	p. 18-21
— EDINBURGH	-	- 4 Trusts			
— ELGIN	-	- 6 Trusts			
— FIFE	-	- 7 Trusts	}	-	p. 22-25
— FORFAR	-	- 17 Trusts			
— HADDINGTON	-	- 5 Trusts			
— INVERNESS	-	- 2 Trusts	}	-	p. 26-29
— KINCARDINE	-	- 6 Trusts			
— KINROSS	-	- 4 Trusts			
— KIRKCUDBRIGHT	-	- 1 Trust	}	-	p. 30-33
— LANARK	-	- 22 Trusts			
— LINLITHGOW	-	- 3 Trusts			
— NAIRN	-	- 1 Trust	}	-	p. 30-33
— ORKNEY (b)	-	-			
— PEEBLES	-	- 7 Trusts			
— PERTH	-	- 28 Trusts	}	-	p. 30-33
— RENFREW	-	- 8 Trusts			
— ROSS AND CROMARTY (a)	-	-			
— ROXBURGH	-	- 12 Trusts	}	-	p. 30-33
— SELKIRK	-	- 3 Trusts			
— STIRLING	-	- 9 Trusts			
— SUTHERLAND (a)	-	-	}	-	p. 30-33
— WIGTOWN	-	- 2 Trusts			

(a) See INVERNESS, "Highland Roads and Bridges."

(b) No Returns.

SCOTLAND.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF ABERDEEN.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alford - - - -	146 14 9	- - -	145 0 0	- - -	- - -	- - -	145 0 0
Boyndlie - - - -	49 18 4	- - -	206 0 0	- - -	3 18 6	- - -	209 18 6
Bridge of Dee - - - -	- - -	0 15 7	85 0 0	- - -	4 0 0	- - -	89 0 0
Buchan - - - -	61 15 5	- - -	300 18 9	- - -	1 1 8	- - -	302 0 5
Charleston - - - -	457 0 0	- - -	546 5 0	- - -	16 15 11	- - -	563 0 11
Corgarff - - - -	95 10 9	- - -	30 0 0	- - -	1 15 7	- - -	31 15 7
Cortibrae - - - -	601 1 4	- - -	405 15 0	- - -	14 4 1	- - -	419 19 1
Deeside - - - -	224 1 5	- - -	456 0 0	- - -	2 12 10	- - -	458 12 10
Donside - - - -	618 17 2	- - -	298 9 8	- - -	12 14 0	- - -	311 3 8
Echt and Midmar - - - -	229 18 1	- - -	137 6 0	- - -	3 9 1	- - -	140 15 1
Ellon, Peterhead, and Fraserburgh	1,154 16 5	- - -	2,650 13 9	- - -	10 15 9	- - -	2,661 9 6
Fyvie - - - -	22 6 3	- - -	92 16 8	- - -	0 13 0	- - -	93 9 8
Gardensmill - - - -	605 12 8	- - -	125 9 9	- - -	5 15 1	- - -	131 4 10
Huntly - - - -	284 6 9	- - -	410 16 1	- - -	(b) 407 8 7	- - -	818 4 8
Insch and West Foudland - - - -	70 15 0	- - -	63 19 7	- - -	1 8 6	- - -	65 8 1
Inverury - - - -	3,492 11 2	- - -	399 0 0	- - -	141 13 11	- - -	540 13 11
Inverury and Fergue - - - -	48 13 8	- - -	199 0 0	- - -	2 0 7	- - -	301 0 7
Kemnay - - - -	- - -	199 8 8	51 10 5	- - -	6 0 0	- - -	57 10 5
Kinnethmont - - - -	2 4 0	- - -	43 0 0	- - -	- - -	- - -	43 0 0
Kintore and Alford - - - -	333 5 7	- - -	97 15 3	- - -	5 8 10	- - -	103 4 1
Longside - - - -	67 8 1	- - -	588 5 0	- - -	1 2 2	- - -	589 7 2
Newburgh - - - -	- - -	4 12 1	70 0 0	- - -	- - -	- - -	70 0 0
New Pitaligo - - - -	- - -	32 7 2	92 16 3	- - -	0 10 4	- - -	93 6 7
Old Meldrum - - - -	225 18 11	- - -	380 0 0	- - -	2 10 3	- - -	382 10 3
Racmoir and Lumphanan - - - -	108 1 6	- - -	81 0 0	- - -	2 16 0	- - -	83 16 0
Rhynie - - - -	47 8 6	- - -	219 5 2	- - -	1 6 9	- - -	220 11 11
Sheelagreen - - - -	63 6 9	- - -	148 0 0	- - -	1 0 5	- - -	149 0 5
Skene - - - -	393 1 5	- - -	867 1 6	- - -	4 3 0	- - -	671 4 6
Strichen - - - -	- - -	- - -	46 4 1	- - -	5 13 7	- - -	51 17 8
Strichen and Fraserburgh - - - -	0 19 11	- - -	211 0 0	- - -	- - -	- - -	211 0 0
Tarland - - - -	121 19 5	- - -	49 0 0	- - -	2 13 0	- - -	51 13 0
Turriff - - - -	762 0 1	- - -	824 3 9	- - -	6 5 4	- - -	830 9 1
Udny - - - -	121 15 11	- - -	216 8 0	- - -	0 9 7	- - -	216 17 7
. Highland Roads and Bridges (see INVERNESS).	£ 10,411 9 3	237 3 6	10,337 19 8	- - -	670 6 4	- - -	11,008 6 0
COUNTY OF ARGYLL.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF AYR.							
Ayr - - - -	4,048 18 5	- - -	3,663 7 10	- - -	248 11 5	- - -	3,911 19 3
Beith District :—							
Clerksbridge & Maichbridge Road	1,682 2 2	- - -	1,066 7 8	- - -	34 10 0	- - -	1,100 17 8
Kersebridge Road - - - -	- - -	7 17 0	159 0 0	- - -	22 10 0	- - -	181 10 0
Oldhall Bridge Road - - - -	25 6 3	- - -	65 6 8	- - -	0 9 9	- - -	65 16 5
Girvan - - - -	46 2 4	- - -	1,088 8 8	- - -	2 0 0	- - -	1,090 8 8
Irvine District :—							
Fergus-hill Road - - - -	82 7 10	- - -	118 0 0	- - -	22 4 5	- - -	140 4 5
Girdle Road - - - -	13 14 9	- - -	50 15 0	- - -	1 19 0	- - -	52 14 0
Kelly Bridge Road - - - -	919 13 8	- - -	1,755 19 4	- - -	35 15 4	- - -	1,791 14 8
Stewarton Road - - - -	72 7 10	- - -	277 5 0	- - -	36 0 3	- - -	313 5 3
Kilmarnock - - - -	320 16 9	- - -	3,179 2 1	- - -	74 19 9	- - -	3,254 1 10
Largs District :—							
Dykehead Road - - - -	- - -	52 13 1	148 0 0	- - -	- - -	- - -	148 0 0
Howrat Road - - - -	- - -	50 12 4	133 18 0	- - -	- - -	79 17 3	213 15 3
Lochlibo District :—							
Lochlibo Road - - - -	- - -	34 15 4	213 8 4	- - -	0 9 10	- - -	213 18 2
Monkriddden Road - - - -	- - -	63 9 0	95 0 0	- - -	- - -	- - -	95 0 0
Mauchline - - - -	1,557 0 3	- - -	1,844 12 8	- - -	187 3 9	- - -	2,031 16 5
Maybole - - - -	680 4 1	- - -	2,885 13 7	- - -	261 18 3	- - -	3,147 11 10
Stewarton - - - -	110 13 5	- - -	224 12 0	- - -	- - -	- - -	224 12 0
£	9,559 7 9	209 6 9	16,968 16 10	- - -	928 11 9	79 17 3	17,977 5 10

(a) Including materials, &c.

(b) Including 375l. 7s. 8d. for deficiency of tolls

SCOTLAND.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(a) 69 4 7	-	-	-	-	30 13 8	-	10 10 0	12 0 0	-
(a) 198 13 8	-	-	-	-	3 0 0	-	6 6 0	10 0 0	-
(a) 61 9 3	-	-	-	0 3 6	16 4 2	-	5 5 0	1 10 0	-
(a) 196 2 1	-	-	-	3 0 0	4 9 1	-	8 8 0	13 0 0	-
(a) 305 7 9	-	-	-	3 15 0	5 2 10	-	10 0 0	12 0 0	-
-	-	-	-	-	-	-	2 2 0	-	-
(a) 327 13 11	-	-	-	14 5 6	-	-	7 10 0	10 0 0	-
(a) 159 8 7	-	-	-	10 1 9	2 5 7	-	15 0 0	15 0 0	-
(a) 195 7 0	-	-	-	-	7 14 3	-	8 8 0	20 0 0	-
(a) 95 12 6	-	-	-	-	3 4 6	-	10 0 0	10 0 0	-
(a) 1,182 0 6	-	-	-	2 0 0	-	-	45 0 0	55 0 0	31 3 0
(a) 53 2 4	-	-	-	-	4 15 0	-	5 5 0	5 0 0	-
(a) 56 11 1	-	-	-	-	1 1 9	-	8 0 0	13 0 0	-
(a) 95 5 6	-	-	-	1 12 9	8 17 6	-	21 0 0	26 0 0	-
(a) 34 15 4	-	-	-	-	-	-	2 12 6	2 12 6	-
(a) 426 18 3	-	-	-	22 15 0	7 1 4	-	25 0 0	45 0 0	-
(a) 94 2 11	-	-	-	0 10 0	4 18 0	-	21 0 0	15 0 0	-
(a) 15 3 10	-	-	-	2 1 8	-	-	3 3 0	2 2 0	40 4 7
(a) 26 11 3	-	-	-	-	-	-	5 0 0	5 0 0	-
(a) 21 13 8	-	-	-	-	1 14 6	-	10 10 0	5 0 0	-
(a) 359 19 1	-	-	-	4 0 0	3 10 0	-	10 0 0	10 0 0	-
(a) 41 4 11	-	-	-	1 0 0	-	-	5 5 0	10 0 0	-
(a) 135 8 8	-	-	-	1 0 0	5 18 0	-	4 4 0	5 10 0	-
(a) 112 3 3	-	-	-	-	6 2 4	-	10 0 0	20 0 0	-
(a) 32 14 8	-	-	-	2 0 0	-	-	8 8 0	5 0 0	-
(a) 66 19 9	-	-	-	-	-	-	10 0 0	10 0 0	-
(a) 41 15 7	-	-	-	-	8 1 6	-	5 5 0	5 0 0	-
(a) 243 14 9	-	-	-	5 2 0	2 15 0	-	15 0 0	23 0 0	-
(a) 46 1 10	-	-	-	-	1 7 4	-	-	3 10 0	-
(a) 75 2 3	-	-	-	2 17 0	1 12 5	-	-	4 10 0	-
10 12 9	-	-	-	-	0 16 6	-	5 0 0	5 0 0	-
(a) 332 4 1	-	-	-	2 13 0	25 5 7	-	15 15 0	35 0 0	-
(a) 73 16 1	-	-	-	0 3 6	0 4 9	-	10 0 0	11 0 0	-
4,987 1 8	-	-	-	79 0 8	156 15 7	-	328 16 6	424 14 6	71 7 7
778 12 8	-	(c) 1,258 13 6	-	5 11 5	106 12 5	75 0 0	74 18 1	175 0 0	-
238 7 11	-	(c) 277 7 5	-	6 18 1	8 1 6	21 7 7	35 15 10	33 1 7	-
63 6 10	-	(c) 97 9 4	-	1 10 0	6 11 8	3 3 7	5 6 6	4 18 5	-
13 13 0	-	(c) 51 18 5	-	1 0 0	0 15 8	1 6 1	2 3 9	2 0 0	-
268 4 0	58 8 9	255 16 0	-	0 15 0	25 3 2	22 14 6	10 0 0	70 0 0	-
42 13 1	17 3 4	9 9 1	-	0 10 0	7 6 9	3 5 0	3 9 0	-	-
18 19 2	10 16 6	4 8 6	-	0 10 0	0 8 11	1 5 4	1 13 6	4 17 0	-
524 11 9	244 7 3	99 7 11	-	1 0 0	19 2 8	44 16 8	48 9 8	38 0 0	-
90 7 3	36 8 2	17 10 5	-	1 19 0	5 1 11	7 11 7	8 7 11	15 0 0	-
768 6 6	-	(e) 1,353 8 4	-	5 1 9	97 9 11	75 0 0	54 5 4	120 0 0	5 10 5
39 1 7	-	(c) 66 4 1	-	-	-	2 19 2	4 16 10	8 2 6	-
80 12 3	-	38 16 0	-	-	4 13 6	2 13 6	4 7 7	12 5 0	15 7 0
155 6 2	36 8 8	21 17 2	-	4 10 0	17 19 1	5 19 4	6 14 5	11 1 6	-
37 13 1	7 17 10	4 14 8	-	3 6 6	2 9 7	2 7 6	2 15 1	11 1 6	-
489 6 1	-	(c) 752 3 4	-	2 1 0	175 7 3	55 0 0	34 14 2	66 13 4	-
820 19 1	392 9 9	650 10 3	29 5 0	8 7 10	139 3 8	55 0 0	-	80 0 0	-
(a) 147 14 1	-	-	-	-	8 16 7	11 4 8	11 14 11	22 0 0	-
4,527 14 6	804 0 3	4,959 14 5	29 5 0	43 0 7	625 4 3	390 18 6	309 12 7	674 0 10	20 17 5

(c) Including carriage.

SCOTLAND.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF ABERDEEN.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alford	140 0 0	-	-	-	-	13 16 8	275 4 11
Boyndlie	-	-	-	-	-	17 11 9	235 11 5
Bridge of Dee	-	-	-	-	-	3 5 6	87 17 5
Buchan	-	-	-	-	-	11 7 1	236 6 3
Charleston	486 19 2	-	-	-	-	20 14 8	743 19 5
Corgarrif	-	-	-	-	-	1 16 10	3 18 10
Cortibrae	78 9 7	-	-	-	-	11 3 1	449 2 1
Deeside	177 17 9	-	-	-	53 6 6	17 19 0	450 19 2
Donside	-	-	-	-	-	9 15 6	241 4 9
Echt and Midmar	162 0 0	-	-	-	-	12 3 8	293 0 8
Ellou, Peterhead, and Fraserburgh	782 11 3	-	-	-	-	68 12 7	2,166 7 4
Fyvie	-	-	-	-	-	5 16 3	73 18 7
Gardensmill	444 3 0	-	-	-	-	36 2 1	558 17 11
Huntly	467 0 9	-	-	-	-	23 1 4	642 17 10
Inach and West Foudland	24 16 0	-	-	-	-	2 14 9	67 11 1
Inverury	-	-	-	-	-	19 6 4	546 0 11
Inverury and Forgue	-	-	-	-	-	16 17 4	132 2 3
Kennay	32 9 10	-	-	-	-	11 0 8	106 5 7
Kinnethmont	2 10 0	-	-	-	-	2 5 0	41 6 3
Kintore and Alford	146 4 0	-	-	-	-	11 13 11	196 16 1
Longside	30 7 6	-	-	-	50 0 0	15 3 6	483 0 1
Newburgh	-	-	-	-	-	6 17 8	64 7 7
New Pitsligo	-	-	-	-	-	12 13 0	164 13 8
Old Meldrum	12 8 7	-	-	-	200 0 0	13 16 9	374 10 11
Racemoir and Lumphanan	89 10 0	-	-	-	-	10 7 8	148 0 4
Rhynie	126 3 11	-	-	-	-	9 18 7	223 2 1
Sheelagreen	71 16 4	-	-	-	-	6 10 1	138 8 6
Skene	242 1 11	-	-	-	145 4 2	21 15 2	698 12 9
Strichen	-	-	-	-	-	0 18 6	51 17 8
Strichen and Fraserburgh	95 12 7	-	-	-	47 16 3	7 19 11	235 10 5
Tarland	-	-	-	-	-	3 14 5	25 2 8
Turriff	-	-	-	-	692 18 0	28 13 1	1,032 8 9
Udny	124 14 2	-	-	-	-	10 12 1	230 10 7
* * Highland Roads and Bridges (see INVERNESS).	£ 3,757 15 11	-	-	-	1,189 4 11	465 4 5	11,440 1 9
COUNTY OF ARGYLL.							
* * Highland Roads and Bridges (see INVERNESS).							
COUNTY OF AYR.							
Ayr	62 4 11	-	1,497 4 10	-	-	(c) 209 18 6	4,243 16 4
Beith District :—							
Clerkbridge & Maichbridge Road	-	-	621 6 3	-	-	56 17 8	1,299 3 10
Kersebridge Road	-	-	-	-	-	4 9 11	186 16 0
Oldhall Bridge Road	-	-	-	-	-	0 16 11	73 13 10
Girvan	73 18 2	-	49 10 8	-	-	18 7 0	852 17 3
Irvine District :—							
Fergus-hill Road	-	-	-	-	-	10 6 7	94 6 10
Girdle Road	-	-	-	-	-	2 6 10	45 5 9
Kelly Bridge Road	439 6 11	-	172 16 7	-	-	27 2 7	1,659 1 9
Stewarton Road	15 0 0	-	-	-	-	4 10 1	201 16 4
Kilmarnock	199 11 8	-	358 18 3	-	150 0 0	56 19 5	3,244 11 7
Largs District :—							
Dykehead Road	1 0 3	-	-	-	-	2 15 11	125 0 1
Howrat Road	81 12 11	-	-	-	-	38 10 7	228 18 1
Lochlibo District :—							
Lochlibo Road	2 19 11	-	-	-	-	5 4 6	268 0 9
Monkridden Road	2 0 7	-	-	-	-	1 3 6	75 9 10
Mauchline	5 6 3	-	201 3 8	-	110 0 0	86 4 6	1,977 19 7
Maybole	101 9 9	-	247 4 8	-	60 0 0	(f) 366 11 0	2,951 1 0
Stewarton	-	-	23 15 4	-	-	1 17 4	227 2 11
£	984 10 10	-	3,172 0 3	-	320 0 0	894 2 4	17,755 1 9

(Continued from page 7.)

(a) Including 395*l.* 10*s.* at 5 per cent. (b) Including 650*l.* at 4½ per cent. (c) Including 59*l.* 19*s.* 10*d.* to other districts.

SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,190 3 1	4	-	1,026 14 6	-	4,216 17 7	-	-	23 0 0	16 9 10	39 9 10
5,969 9 8	5	-	4,161 9 8	-	10,130 19 4	33 0 0	-	62 8 0	24 5 5	119 13 5
-	-	-	-	-	-	-	-	-	0 7 0	0 7 0
4,926 17 11	5	-	4,393 16 3	-	9,320 14 2	-	-	-	127 9 7	127 9 7
6,854 5 9	5	-	6,861 16 5	-	15,716 2 2	-	-	-	276 1 6	276 1 6
3,290 8 1	5	-	2,931 7 6	-	6,221 15 7	-	-	34 5 0	123 7 6	157 12 6
12,531 14 1	5	-	9,943 10 4	-	22,475 4 5	14 6 0	-	52 10 0	571 15 4	638 14 4
3,504 12 0	5	-	175 4 5	-	3,679 16 5	-	-	-	231 15 1	231 15 1
10,437 17 1	5	-	9,216 8 1	-	19,654 0 2	26 10 4	-	43 18 4	688 16 1	759 4 9
9,738 19 11	5	-	7,455 11 0	-	17,194 10 11	-	-	13 0 0	77 12 6	90 12 6
43,726 17 10	5	-	35,420 5 7	-	79,147 3 5	-	-	132 7 5	1,649 18 7	1,782 6 0
4,329 11 5	4	-	1,861 4 7	-	6,190 16 0	-	-	-	41 17 4	41 17 4
3,764 5 0	5	-	2,556 19 1	-	6,321 4 1	-	-	-	177 19 7	177 19 7
9,701 14 10	5	-	1,087 7 5	-	10,789 2 3	-	-	-	459 13 7	459 13 7
1,472 0 0	3 & 4	-	306 14 4	-	1,778 14 4	-	-	-	68 12 0	68 12 0
-	-	-	-	-	-	-	-	-	3,487 4 2	3,487 4 2
17,103 15 3	5	-	11,234 6 4	-	28,338 1 7	-	-	106 3 5	97 6 0	203 9 5
(a) 1,595 10 0	4	-	112 12 10	248 3 10	1,956 6 8	-	-	-	-	-
1,680 0 0	5	-	1,137 0 0	-	2,817 0 0	-	-	-	3 17 9	3 17 9
4,155 3 4	5	-	1,834 4 9	-	5,989 8 1	-	-	-	239 13 7	239 13 7
(b) 10,819 13 6	5	-	9,151 17 2	-	19,971 10 8	-	-	-	173 15 2	173 15 2
6,857 15 8	5	-	5,799 17 4	-	12,657 13 0	-	-	-	1 0 4	1 0 4
950 11 2	5	-	370 6 0	103 14 3	1,424 11 5	-	-	-	-	-
12,113 16 0	4	-	7,959 5 5	-	20,073 1 5	-	-	-	233 18 3	233 18 3
6,970 14 11	5	-	5,201 1 2	-	12,171 16 1	-	-	-	43 17 2	43 17 2
2,523 15 2	5	-	504 15 0	-	3,028 10 2	-	-	-	44 18 4	44 18 4
4,099 1 4	5	-	3,079 4 1	-	7,178 5 5	-	-	-	73 18 8	73 18 8
4,600 1 0	5	-	229 19 8	-	4,830 0 8	-	-	-	365 13 2	365 13 2
2,804 11 10	5	-	2,382 19 4	-	5,187 11 2	-	-	-	-	-
4,018 16 8	4 & 5	-	1,690 13 6	23 10 6	5,733 0 8	-	-	83 17 4	-	83 17 4
3,988 8 3	5	-	3,589 9 5	-	7,577 17 8	-	-	-	148 8 9	148 8 9
14,191 7 8	5	-	14,692 3 4	-	28,883 11 0	-	-	-	560 0 5	560 0 5
4,157 18 9	5	-	2,203 8 0	-	6,361 6 9	-	-	-	108 2 11	108 2 11
225,049 17 2	-	-	158,571 7 6	375 8 7	387,016 13 3	73 16 4	-	551 9 6	10,117 18 7	10,743 4 5
7,010 15 2	5	813 6 3	14,909 0 8	-	22,733 2 1	-	-	-	3,717 1 4	3,717 1 4
-	-	-	-	-	-	-	-	-	1,483 16 0	1,483 16 0
-	-	-	-	13 3 0	13 3 0	-	-	-	17 8 10	17 8 10
(d) 17,607 12 7	5	-	8,540 18 7	-	26,148 11 2	-	-	-	283 13 9	283 13 9
-	-	-	-	-	-	-	-	15 0 0	128 5 5	143 5 5
2,643 8 5	5	-	132 3 4	-	2,775 11 9	-	-	-	21 3 0	21 3 0
300 0 0	5	-	-	-	300 0 0	-	-	-	1,052 6 7	1,052 6 7
3,905 14 3	5	-	46 16 2	-	3,852 10 5	-	-	-	183 16 9	183 16 9
-	-	-	-	29 13 2	29 13 2	-	-	-	330 7 0	330 7 0
6,261 5 0	4 to 5	-	6,522 17 3	65 15 2	12,849 17 5	-	-	-	-	-
7,465 0 2	5	-	10,540 8 7	88 17 11	18,094 6 8	14 5 0	-	-	-	14 5 0
1,419 1 6	5	-	2,159 6 9	43 18 10	3,622 7 1	9 0 0	-	-	-	9 0 0
(e) 9,058 2 9	5	-	8,587 1 0	-	17,645 3 9	-	-	-	1,610 17 1	1,610 17 1
21,406 15 6	5	558 11 3	9,763 18 11	-	31,729 5 8	-	-	-	876 14 11	876 14 11
-	-	-	-	-	-	-	-	-	108 2 6	108 2 6
76,977 15 4	-	1,371 17 6	61,202 11 3	241 8 1	139,793 12 2	23 5 0	-	15 0 0	9,813 13 2	9,851 18 2

(d) Included "recorded interest" and 3,750*l.* at 4 per cent. (e) Including interest added in 1827 upon which interest is not charged.
(f) Including bridge advances.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.					8. TOTAL INCOME.
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.		
COUNTY OF BANFF.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Aberlour and Inveravon - -	139 10 4	- - -	240 16 0	- - -	4 2 8	- - -	244 18 8	
Boat of Bridge - -	12 2 9	- - -	75 1 8	- - -	0 14 7	- - -	75 16 3	
Boharm Suspension Bridge - -	269 3 5	- - -	35 0 0	- - -	5 18 9	- - -	40 18 9	
Botriphnie - -	45 10 10	- - -	154 0 0	- - -	1 6 7	- - -	155 6 7	
Boyndie - -	- - -	18 17 7	599 12 6	- - -	1 0 4	- - -	300 12 10	
Cullen - -	4 10 10	- - -	210 12 0	- - -	0 5 6	- - -	210 17 6	
Deakford - -	- - -	42 6 8	126 4 2	- - -	- - -	- - -	126 4 2	
Eastside Bridge - -	514 6 2	- - -	239 1 11	- - -	10 2 4	- - -	249 4 3	
Enzie - -	36 13 7	- - -	112 5 9	- - -	1 18 5	- - -	114 4 2	
Fochabers - -	5 6 9	- - -	50 0 0	- - -	0 4 10	- - -	50 4 10	
Forglen - -	72 8 7	- - -	101 14 4	- - -	1 8 1	- - -	103 2 5	
Keith - -	227 11 0	- - -	100 8 4	- - -	3 18 5	- - -	104 6 9	
Marnoch - -	453 17 11	- - -	555 16 8	- - -	5 14 0	- - -	561 10 8	
Port Gordon - -	- - -	258 9 2	131 9 0	- - -	- - -	- - -	131 9 0	
Portsoy, Keith and Huntly - -	- - -	14 2 4	220 15 6	- - -	- - -	- - -	220 15 6	
. Highland Roads and Bridges (see INVERNESS).	£							
	1,781 2 2	333 15 9	2,652 17 10	- - -	36 14 6	- - -	2,699 12 4	
COUNTY OF BERWICK.								
Berwickshire, Eastern District - -	48 8 9	- - -	490 3 4	- - -	1 9 0	- - -	491 12 4	
Coldstream Bridge - -	(d)8,791 2 0	- - -	- - -	- - -	269 16 7	- - -	269 16 7	
Cornhill District - -	2,614 14 10	- - -	645 0 1	- - -	70 14 4	- - -	715 14 5	
Deanburn District - -	6 15 10	- - -	829 10 0	- - -	- - -	- - -	829 10 0	
Dunse and Westruther - -	482 17 9	- - -	68 10 0	- - -	9 11 11	- - -	78 1 11	
Ladykirk and Norham Bridge - -	791 14 8	- - -	336 19 3	- - -	12 4 10	- - -	349 4 1	
Mertoun Bridge - -	9 10 4	- - -	148 15 0	- - -	- - -	- - -	148 15 0	
Middle District - -	- - -	24 6 4	1,599 16 0	- - -	2 3 10	- - -	1,601 19 10	
Ditto, Upsettlington Branch - -	269 9 4	- - -	243 0 0	- - -	5 10 11	- - -	248 10 11	
Whiteburn and Kelso - -	1,036 8 4	- - -	176 10 0	- - -	18 1 9	- - -	194 11 9	
£	14,051 1 10	24 6 4	4,538 3 8	- - -	389 19 2	- - -	4,927 16 10	
COUNTY OF BUTE.								
. Highland Roads and Bridges (see INVERNESS).								
COUNTY OF CAITHNESS.								
Caithness Roads - -	- - -	199 3 11	335 14 7	- - -	(e)459 7 10	- - -	795 2 5	
. Highland Roads and Bridges (see INVERNESS).								
COUNTY OF CLACK- MANNAN.								
Clackmannanshire - -	- - -	5 10 7	1,162 0 0	- - -	1 0 0	110 0 0	1,273 0 0	
Kinross and Alloa - -	20 19 1	- - -	317 0 0	- - -	- - -	- - -	317 0 0	
Ochil - -	45 10 4	- - -	1,333 14 8	- - -	5 1 3	- - -	1,338 15 11	
£	66 9 5	5 10 7	2,812 14 8	- - -	6 1 3	110 0 0	2,928 15 11	

(a) Including materials, &c.

(b) For half a year.

(c) Including carriage.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(a) 104 12 0	- - -	- - -	- - -	- - -	- - -	5 5 0	5 10 5	10 0 0	- - -
(a) 59 13 8	- - -	- - -	- - -	- - -	- - -	8 10 7	2 17 9	5 0 0	- - -
- - -	- - -	- - -	- - -	- - -	3 9 3	4 9 3	1 7 0	1 0 0	- - -
(a) 76 17 0	- - -	- - -	- - -	- - -	- - -	4 4 0	3 6 5	9 0 0	- - -
(a) 277 5 5	- - -	- - -	- - -	- - -	- - -	8 0 0	9 17 0	(b) 8 0 0	- - -
(a) 181 9 4	- - -	- - -	- - -	- - -	- - -	5 0 0	5 9 9	7 10 0	- - -
(a) 26 4 2	- - -	- - -	- - -	- - -	- - -	5 0 0	2 12 8	7 10 0	- - -
- - -	- - -	- - -	- - -	- - -	74 3 4	3 3 0	4 19 9	- - -	- - -
(a) 50 14 4	- - -	- - -	- - -	- - -	- - -	5 0 0	2 16 10	4 14 4	- - -
(a) 43 18 4	- - -	- - -	- - -	- - -	- - -	5 0 0	2 16 10	3 11 10	- - -
(a) 103 7 11	- - -	- - -	- - -	- - -	- - -	14 9 0	3 3 2	(b) 3 0 0	- - -
(a) 143 14 5	- - -	- - -	- - -	- - -	- - -	5 10 3	3 1 5	10 0 0	- - -
(a) 373 11 4	- - -	- - -	- - -	- - -	- - -	10 0 0	11 3 9	(b) 12 10 0	- - -
(a) 83 18 4	- - -	- - -	- - -	- - -	- - -	5 0 0	2 19 1	5 13 10	- - -
(a) 242 18 3	- - -	- - -	- - -	- - -	- - -	10 10 0	7 15 6	20 0 0	- - -
1,748 4 6	- - -	- - -	- - -	- - -	77 12 7	99 1 1	69 17 4	107 10 0	- - -
81 0 0	- - -	(c) 155 15 2	- - -	- - -	2 0 5	- - -	20 0 0	20 0 0	3 2 6
(a) 488 0 9	- - -	- - -	- - -	- - -	18 11 2	- - -	10 0 0	15 0 0	- - -
226 14 5	- - -	(c) 218 2 3	- - -	8 12 0	12 16 0	- - -	35 0 0	36 13 9	- - -
38 16 8	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	36 11 3	- - -
20 10 5	- - -	- - -	- - -	- - -	- - -	- - -	6 6 0	- - -	- - -
- - -	- - -	- - -	- - -	- - -	4 18 8	- - -	5 5 0	5 0 0	2 14 6
(a) 909 6 11	- - -	- - -	- - -	- - -	- - -	- - -	60 0 0	2 0 0	- - -
(a) 161 19 2	- - -	- - -	- - -	- - -	- - -	2 2 0	6 6 0	105 0 0	- - -
(a) 107 18 1	- - -	- - -	- - -	- - -	45 14 0	- - -	8 8 0	20 0 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
2,034 6 5	- - -	373 17 5	- - -	8 12 0	84 0 0	2 2 0	176 5 0	255 0 0	5 17 0
(e) 234 15 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	85 13 0	15 13 2
323 11 1	117 11 1	51 17 7	- - -	- - -	18 18 10	- - -	30 0 0	79 2 0	- - -
129 11 0	55 8 7	17 19 9	- - -	- - -	5 14 10	- - -	10 0 0	22 0 0	- - -
405 0 1	141 18 3	73 9 10	- - -	- - -	33 15 6	- - -	30 0 0	79 2 0	- - -
858 2 2	314 17 11	143 7 2	- - -	- - -	58 9 0	- - -	70 0 0	180 4 0	- - -

(d) Including accumulated funds in hand.

(e) Including 455*l.* 10*s.* assessments.

(Continued on page 12.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. TOTAL EXPENDITURE.
COUNTY OF BANFF.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Aberlour and Inveravon - - -	- - -	- - -	- - -	- - -	- - -	1 5 3	126 12 8
Boat of Bridge - - -	- - -	- - -	- - -	- - -	- - -	1 0 11	57 2 11
Boharm Suspension Bridge - -	22 3 10	- - -	- - -	- - -	- - -	1 0 0	33 9 4
Botriphnie - - -	40 0 0	- - -	- - -	- - -	- - -	2 11 0	135 15 5
Boyndie - - -	2 16 0	- - -	- - -	- - -	- - -	5 5 2	311 3 7
Cullen - - -	- - -	- - -	- - -	- - -	- - -	6 3 11	205 12 9
Deskford - - -	- - -	- - -	- - -	- - -	- - -	1 9 6	42 16 4
Eastside Bridge - - -	106 4 9	- - -	- - -	- - -	- - -	5 2 11	193 13 9
Enzie - - -	- - -	- - -	- - -	- - -	- - -	1 5 3	64 10 9
Fochabers - - -	- - -	- - -	- - -	- - -	- - -	5 18 4	61 5 4
Forglen - - -	11 17 0	- - -	- - -	- - -	- - -	2 6 0	138 3 1
Keith - - -	- - -	- - -	- - -	- - -	- - -	1 0 11	163 7 0
Marnoch - - -	294 4 0	- - -	- - -	- - -	- - -	1 15 9	703 4 10
Port Gordon - - -	36 10 9	- - -	- - -	- - -	- - -	5 15 5	139 17 5
Portsoy, Keith, and Huntly - -	1 0 7	- - -	- - -	- - -	- - -	3 9 6	255 13 10
. Highland Roads and Bridges (see INVERNESS).	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	514 16 11	- - -	- - -	- - -	- - -	45 6 7	2,662 9 0
COUNTY OF BERWICK.							
Berwickshire, Eastern District -	169 9 2	- - -	13 5 8	- - -	- - -	24 17 8	489 10 7
Coldstream Bridge - - -	- - -	- - -	- - -	- - -	- - -	14 16 0	39 16 0
Cornhill District - - -	85 12 2	- - -	- - -	- - -	- - -	20 17 7	684 15 5
Deanburn District - - -	231 16 0	- - -	- - -	- - -	- - -	31 9 6	791 1 5
Dunse and Westruther - - -	- - -	- - -	- - -	- - -	- - -	3 7 6	42 4 2
Ladykirk and Norham Bridge - -	960 0 0	- - -	- - -	- - -	- - -	5 8 4	997 4 9
Mertoun Bridge - - -	167 9 6	- - -	- - -	- - -	- - -	11 11 5	193 19 1
Middle District - - -	- - -	- - -	63 0 6	- - -	- - -	41 5 3	1,178 12 8
Ditto, Upsettlington Branch - -	37 17 10	- - -	- - -	- - -	300 0 0	10 4 8	538 9 8
Whiteburn and Kelso - - -	- - -	- - -	- - -	- - -	- - -	9 3 6	186 11 7
£	1,652 4 8	- - -	76 6 2	- - -	300 0 0	173 1 5	5,141 17 4
COUNTY OF BUTE.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF CAITHNESS.							
Caithness Roads - - -	- - -	- - -	- - -	- - -	- - -	- - -	336 1 11
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF CLACK- MANNAN.							
Clackmannanshire - - -	571 4 6	- - -	4 12 3	- - -	- - -	44 9 0	1,241 6 4
Kinross and Alloa - - -	- - -	- - -	53 12 8	- - -	- - -	16 3 11	310 10 9
Ochil - - -	520 0 0	- - -	13 18 9	- - -	- - -	38 19 2	1,336 3 7
£	1,091 4 6	- - -	72 3 8	- - -	- - -	99 12 1	2,888 0 3

(a) Including interest upon arrears of interest.

(f) Including accumulated funds in hand.

(b) Including 850*l.* at 4 per cent.

(g) 1 per cent. interest paid this year upon 9,580*l.*

(m) Also large advances due to the trustees.

(c) Including 1,000*l.* at 4 per cent.

(h) Calculated from 1844.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,259 3 0	5	-	(a) 16,507 13 7	-	18,766 16 7	-	-	-	257 16 4	257 16 4
2,110 11 3	5	-	(a) 8,423 2 3	-	10,533 13 6	8 16 8	-	-	30 16 1	39 12 9
3,375 0 0	5	-	(a) 8,405 18 7	-	11,780 16 7	-	-	-	276 12 10	276 12 10
3,685 0 0	5	-	(a) 6,420 17 3	-	10,105 17 3	-	-	-	65 2 0	65 2 0
4,330 12 6	5	-	(a) 21,692 13 4	29 8 4	26,052 14 2	13 15 0	-	-	-	13 15 0
4,551 17 2	5	-	(a) 28,765 11 1	-	33,317 8 3	-	-	-	9 15 7	9 15 7
3,561 4 2	5	-	(a) 7,002 7 1	-	10,563 11 3	11 14 4	-	-	41 1 2	52 15 6
735 0 0	5	-	(a) 732 19 7	-	1,467 19 7	0 19 8	-	-	569 16 8	570 16 4
1,491 12 9	5	-	(a) 8,491 16 1	-	9,983 8 10	-	-	-	86 7 0	86 7 0
2,747 5 0	5	-	(a) 7,070 5 9	5 13 9	9,823 4 6	-	-	-	-	-
3,082 15 9	5	-	(a) 13,867 10 3	-	16,950 6 0	8 10 8	-	-	37 7 11	45 18 7
-	-	-	-	-	-	-	-	-	168 10 9	168 10 9
6,313 7 0	5	-	(a) 43,749 3 10	-	50,062 10 10	-	-	-	312 3 9	312 3 9
1,350 0 0	5	-	(a) 2,937 5 8	266 17 7	4,554 3 3	-	-	-	-	-
4,333 10 0	5	-	(a) 25,117 13 6	79 0 8	30,130 4 2	-	-	-	-	-
44,536 18 7	-	-	199,184 15 10	381 0 4	244,092 14 9	43 16 4	-	-	1,855 10 1	1,899 6 5
17,888 10 0	(e)	-	-	-	1,788 10 0	66 1 8	-	-	50 10 6	116 12 2
2,446 10 11	3½	-	-	-	2,446 10 11	-	-	-	9,021 2 7	9,021 2 7
13,357 17 8	3½	-	(g)	-	13,357 17 8	-	-	-	2,645 13 10	2,645 13 10
3,528 3 8	none	-	-	-	3,528 3 8	2 10 0	-	-	45 4 5	45 4 5
8,000 0 0	4	-	(h) 4,800 0 0	-	12,800 0 0	-	-	-	518 15 6	521 5 6
4,843 17 5	4 & 5	-	118 0 7	35 13 9	4,997 11 9	-	-	95 3 4	143 14 0	143 14 0
700 0 0	4½	-	-	20 9 5	720 9 5	-	-	-	95 3 4	95 3 4
4,885 8 9	5	-	12,127 19 4	-	17,013 8 1	-	-	44 15 0	399 0 10	399 0 10
55,650 5 5	-	-	17,045 19 11	56 3 2	72,752 11 6	68 11 8	-	139 18 4	1,044 16 6	1,089 11 6
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	259 16 7	259 16 7
19,150 0 0	4	-	(k)	-	19,150 0 0	-	-	94 0 0	26 3 1	120 3 1
34,160 0 0	2½	-	(n)	-	34,160 0 0	-	-	-	27 8 4	27 8 4
53,310 0 0	-	-	-	-	53,310 0 0	-	-	94 0 0	48 2 8	48 2 8
-	-	-	-	-	-	-	-	-	101 14 1	195 14 1

(d) Including 600l. at 4 per cent.

(i) Also large advances due to the trustees.

(e) The interest varies upon 8,473l. 10s., and none is payable upon 9,415l.

(k) No interest paid upon 4,400l., "postponed debt."

(l) Not ascertained.

(n) No interest paid on 11,333l. 6s. 8d., "postponed debt."

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Toll.	8. TOTAL INCOME.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF DUMBARTON.							
Cumbernauld - - - -	151 5 9	- - -	1,559 0 0	- - -	3 19 5	- - -	1,562 19 3
Gareloch - - - -	- - -	491 6 11	469 0 0	- - -	- - -	- - -	469 0 0
Helenburgh - - - -	- - -	324 2 8	286 0 0	- - -	- - -	- - -	286 0 0
Kilmarnock - - - -	- - -	36 13 1	413 0 0	- - -	- - -	- - -	413 0 0
Kirkintilloch and Cumbernauld	96 4 6	- - -	321 0 0	- - -	1 9 7	- - -	322 9 7
Lawmuir - - - -	342 1 10	- - -	76 0 0	- - -	11 1 6	- - -	87 1 6
Luss - - - -	457 16 8	- - -	956 0 0	- - -	14 18 8	- - -	970 18 8
Yoker - - - -	1,366 3 5	- - -	491 0 0	- - -	(b) 643 18 3	- - -	1,134 18 3
£	2,413 12 2	852 2 8	4,571 0 0	- - -	675 7 5	- - -	5,246 7 5
COUNTY OF DUMFRIES.							
Dumfries :—							
1st District - - - -	2,078 3 0	- - -	902 19 11	- - -	3 14 4	- - -	906 14 3
2d District - - - -	- - -	58 6 6	870 2 0	- - -	- - -	- - -	870 2 0
3d District :—							
Billmansknow and Claycett	- - -	70 18 11	129 0 0	- - -	- - -	- - -	129 0 0
Langholm to Lockerbie -	119 19 9	- - -	106 10 0	- - -	(c) 62 18 11	- - -	169 8 11
4th District - - - -	399 1 4	- - -	985 10 0	- - -	11 8 7	- - -	996 18 7
Evan Water District - -	1,231 12 8	- - -	46 0 0	- - -	29 9 7	- - -	75 9 7
Glasgow and Carlisle -	2,514 14 6	- - -	2,624 9 1	- - -	62 3 1	- - -	2,686 12 2
Scotedyke and Harems (Western District)	- - -	626 19 10	592 18 0	- - -	1 10 0	- - -	594 8 0
£	6,343 11 3	756 5 3	6,257 9 0	- - -	171 4 6	- - -	6,428 13 6
COUNTY OF EDINBURGH.							
Calder and Slateford and Corstorphine District - - - -	- - -	220 5 0	5,360 5 1	- - -	18 16 3	- - -	5,379 1 4
Cramond District - - - -	209 11 11	- - -	3,340 19 4	- - -	188 18 11	- - -	3,529 18 3
Dalkeith and Post Road, United -	- - -	1,264 8 3	5,786 9 9	- - -	22 10 0	- - -	5,808 19 9
Laswade and Wrightshouses, United - - - -	396 6 6	- - -	4,701 14 2	- - -	460 5 9	- - -	5,161 19 11
£	605 18	1,484 13 3	19,189 8 4	- - -	690 10 11	- - -	19,879 19 3
COUNTY OF ELGIN.							
Boat of Bridge - - - -	- - -	- - -	30 0 0	- - -	(d) 12 16 6	- - -	42 16 6
Consolidated - - - -	54 10 0	- - -	847 18 11	- - -	17 0 0	- - -	864 18 11
Dava - - - -	- - -	- - -	63 0 0	- - -	(d) 29 0 0	600 0 0	692 0 0
Findhorn Bridge - - - -	151 14 6	- - -	159 2 0	- - -	2 16 9	- - -	161 18 9
Roths - - - -	261 16 2	- - -	175 0 0	- - -	- - -	- - -	175 0 0
Spey Bridge - - - -	- - -	- - -	248 9 3	- - -	7 1 9	- - -	255 11 0
* * * Highland Roads and Bridges (see INVERNESS).	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	468 0 8	- - -	1,523 10 2	- - -	68 15 0	600 0 0	2,192 5 2
COUNTY OF FIFE.							
Cupar District - - - -	(f) 6,668 16 8	- - -	1,986 16 6	- - -	(g) 744 18 2	- - -	2,731 14 6
Dunfermline or Western District -	49 12 11	- - -	1,107 14 0	- - -	132 17 5	- - -	1,240 11 5
Kirkcaldy District - - - -	1,095 0 2	- - -	2,598 17 5	- - -	45 16 10	- - -	2,644 14 3
Leven Bridge - - - -	284 5 2	- - -	968 5 7	- - -	- - -	- - -	968 5 7
Outh and Nivingstone - - - -	- - -	94 18 1	463 2 4	- - -	15 0 0	- - -	478 2 4
Ploughgates and Bridges - - - -	1,283 14 7	- - -	- - -	- - -	(h) 135 12 7	- - -	135 12 7
St. Andrew's District - - - -	5 10 2	- - -	3,197 3 2	- - -	(i) 553 1 11	- - -	3,750 5 1
£	9,386 19 8	94 18 1	10,321 19 0	- - -	1,627 6 11	- - -	11,949 5 11

(a) Including materials, &c.

(b) Including 500l. repaid by Luss Road.

(c) Including 60l. from statute labour funds.

(g) Including 601l. 15s. 7d. statute labour money.

(h) Including assessments and Plough gates fund.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(a) 914 9 1	- - -	- - -	- - -	- - -	- - -	- - -	36 0 0	50 0 0	3 14 11
125 9 10	- - -	75 0 0	- - -	- - -	7 15 8	- - -	15 0 0	- - -	- - -
74 0 8	2 19 6	64 18 9	- - -	- - -	17 14 8	10 0 0	5 0 0	13 0 0	- - -
127 7 2	12 8 6	203 16 1	- - -	- - -	10 15 1	10 0 0	- - -	44 0 0	- - -
135 15 3	8 5 6	4 0 9	- - -	- - -	31 3 2	- - -	13 0 0	10 0 0	7 9 7
44 15 7	1 2 6	67 7 3	- - -	- - -	2 19 2	- - -	10 0 0	10 0 0	- - -
293 18 11	33 19 0	238 17 10	- - -	1 0 0	39 0 0	25 0 0	10 0 0	64 0 0	- - -
135 19 0	21 4 3	159 17 10	- - -	17 12 10	4 19 6	21 0 0	5 5 0	50 0 0	11 14 3
1,841 15 6	79 19 3	813 18 6	- - -	18 12 10	114 7 3	66 0 0	94 5 0	241 0 0	22 18 9
337 6 3	15 19 7	219 7 8	- - -	- - -	46 13 9	- - -	43 4 0	95 0 0	6 4 9
313 16 9	18 16 3	244 13 3	- - -	- - -	20 1 4	- - -	59 9 0	120 0 0	12 0 7
60 4 6	17 15 4	- - -	- - -	- - -	- - -	- - -	3 17 4	5 0 0	4 1 1
46 5 3	15 8 5	- - -	- - -	- - -	- - -	- - -	4 19 10	3 0 0	4 8 1
300 4 6	15 7 6	298 17 2	- - -	- - -	32 17 6	- - -	77 7 0	100 0 0	10 14 6
27 4 9	- - -	- - -	- - -	- - -	10 15 9	10 0 0	- - -	10 0 0	- - -
(a) 1,127 3 3	- - -	- - -	- - -	11 1 6	53 16 4	50 0 0	120 0 0	168 0 0	250 0 0
400 9 2	93 8 2	- - -	- - -	- - -	- - -	- - -	19 14 6	57 0 0	10 13 6
2,612 14 5	176 15 3	692 18 1	- - -	11 1 6	164 4 8	60 0 0	328 11 8	558 0 0	298 2 6
2,493 1 1	946 1 8	- - -	- - -	3 0 0	154 7 10	- - -	114 19 3	345 9 8	16 1 0
1,262 1 8	276 14 6	- - -	165 0 7	- - -	121 6 1	- - -	73 8 0	225 3 4	- - -
2,273 6 8	1,145 9 11	- - -	- - -	77 0 0	196 15 3	- - -	114 8 9	396 8 8	14 15 9
2,661 7 11	919 4 10	- - -	- - -	19 16 7	144 17 8	- - -	109 16 0	403 12 8	6 3 7
9,289 17 1	3,287 10 11	- - -	165 0 7	99 16 7	617 6 10	- - -	412 12 0	1,370 14 4	37 0 4
(c) 40 14 6	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -	- - -
(e) 634 6 8	- - -	- - -	- - -	- - -	- - -	35 0 0	41 0 0	100 0 0	15 19 0
(e) 50 16 10	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	2 2 6	10 10 0	10 10 0	- - -	- - -
(e) 37 8 11	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -	- - -
(a) 70 15 1	- - -	- - -	- - -	- - -	- - -	5 5 0	3 3 0	2 2 0	- - -
854 2 0	- - -	- - -	- - -	- - -	2 2 6	64 19 0	54 13 0	102 2 0	15 19 0
768 7 0	- - -	656 17 7	- - -	37 16 0	26 13 1	53 1 2	41 9 10	26 5 2	- - -
662 16 5	155 0 1	- - -	- - -	12 4 0	128 8 2	35 0 0	15 0 0	95 0 0	- - -
1,361 1 3	649 4 3	- - -	- - -	30 18 2	53 11 8	45 5 0	33 4 0	200 0 0	- - -
199 16 3	74 5 7	- - -	- - -	- - -	8 13 3	10 0 0	15 0 0	20 0 0	- - -
181 19 11	52 6 1	110 2 2	- - -	0 11 6	17 6 1	10 0 0	5 0 0	45 0 0	- - -
- - -	- - -	- - -	- - -	- - -	- - -	2 10 0	17 10 0	3 6 8	- - -
1,861 0 7	663 18 10	- - -	- - -	31 5 1	66 5 2	26 13 4	39 12 6	256 13 4	- - -
5,035 1 5	1,594 14 10	766 19 9	- - -	112 14 9	300 12 5	182 9 6	166 16 4	716 5 2	- - -

(Continued on page 16.)

(d) From consolidated trust.

(e) Contract work.

(f) Including railway debenture 3,004l. 15s.

(i) Including 505l. 5s. 6d. from statute duty funds.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF DUMBARTON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cumbernauld - - - - -	741 9 9	- - -	- - -	- - -	- - -	40 0 3	1,785 14 0
Gareloch - - - - -	51 0 9	- - -	54 13 4	- - -	- - -	16 6 5	345 6 0
Helensburgh - - - - -	23 19 6	- - -	10 0 0	- - -	- - -	9 4 4	330 17 5
Kilmarnock - - - - -	154 18 9	- - -	- - -	- - -	- - -	44 18 4	608 3 11
Kirkintilloch and Cumbernauld - - - - -	124 0 0	- - -	- - -	- - -	- - -	37 0 1	360 14 4
Lawmair - - - - -	- - -	- - -	- - -	- - -	- - -	4 11 5	140 15 11
Luss - - - - -	75 0 0	- - -	17 0 0	- - -	500 0 0	16 14 10	1,314 10 7
Yoker - - - - -	- - -	- - -	- - -	- - -	- - -	189 11 0	617 3 8
£	1,170 8 9	- - -	81 13 4	- - -	500 0 0	358 6 8	5,403 5 10
COUNTY OF DUMFRIES.							
Dumfries :—							
1st District - - - - -	- - -	- - -	48 5 4	- - -	- - -	32 12 3	844 13 7
2d District - - - - -	11 11 1	- - -	- - -	- - -	- - -	13 17 2	814 5 5
3d District :—							
Billmanaknow and Clayyett - - - - -	2 10 10	- - -	- - -	- - -	- - -	4 7 5	97 16 6
Langholm to Lockerbie - - - - -	- - -	- - -	54 7 6	- - -	- - -	4 8 0	132 17 1
4th District - - - - -	- - -	- - -	66 3 4	- - -	- - -	44 4 3	875 15 9
Evan Water District - - - - -	- - -	- - -	- - -	- - -	- - -	1 5 2	59 5 6
Glasgow and Carlisle - - - - -	608 12 6	- - -	- - -	- - -	- - -	101 19 4	2,490 12 11
Scotsdyke and Harems (Western District) - - - - -	28 7 4	- - -	51 8 2	- - -	- - -	24 1 3	685 2 1
£	651 1 9	- - -	220 4 4	- - -	- - -	226 14 10	6,000 9 0
COUNTY OF EDINBURGH.							
Calder and Slateford and Corstorphine District - - - - -	145 18 1	- - -	439 10 1	- - -	- - -	66 18 6	4,725 7 2
Cramond District - - - - -	6 7 4	- - -	1,253 5 6	- - -	- - -	69 16 1	3,453 3 1
Dalkeith and Port Road, United - - - - -	200 16 5	- - -	326 16 2	- - -	- - -	73 2 8	5,419 0 0
Laswade and Wrightshouses, United - - - - -	93 2 0	- - -	225 16 1	- - -	- - -	47 4 10	4,631 2 2
£	446 3 10	- - -	2,245 7 10	- - -	- - -	257 2 1	18,228 12 5
COUNTY OF ELGIN.							
Boat of Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	42 16 6
Consolidated - - - - -	62 18 6	- - -	- - -	- - -	- - -	(f) 69 7 0	958 11 2
Dava - - - - -	37 4 1	- - -	- - -	- - -	600 0 0	1 17 1	692 0 0
Findhorn Bridge - - - - -	105 12 11	- - -	2 13 11	- - -	- - -	6 13 2	138 2 6
Roths - - - - -	117 19 5	- - -	- - -	- - -	200 0 0	5 15 9	391 4 1
Spey Bridge - - - - -	36 3 8	- - -	- - -	- - -	137 11 1	0 11 2	255 11 0
* Highland Roads and Bridges (see INVERNESS).	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	359 18 7	- - -	2 13 11	- - -	937 11 1	84 4 2	2,478 5 3
COUNTY OF FIFE.							
Cupar District - - - - -	(n) 176 14 7	- - -	- - -	- - -	934 10 6	(o) 193 9 10	2,985 4 9
Dunfermline or Western District - - - - -	- - -	- - -	- - -	- - -	- - -	58 1 2	1,161 4 10
Kirkcaldy District - - - - -	- - -	- - -	70 18 11	19 2 3	- - -	53 12 0	2,516 17 6
Leven Bridge - - - - -	195 19 3	- - -	- - -	- - -	700 0 0	9 9 6	1,233 3 10
Oath and Nivingstone - - - - -	22 0 6	- - -	- - -	- - -	- - -	4 14 4	449 0 7
Ploughgates and Bridges - - - - -	- - -	- - -	928 11 3	- - -	- - -	8 11 9	960 9 3
St. Andrew's District - - - - -	219 10 11	- - -	152 17 5	- - -	265 0 0	61 4 0	3,644 1 2
£	614 5 3	- - -	1,152 7 7	19 2 3	1,899 10 6	389 2 7	12,950 2 4

(a) Including 2,150*l.* not bearing interest. (b) Due to Yoker trust. (c) Due to Yoker road.
(f) Due to Yoker road trustees. (g) Loans to other trusts. (h) Including 2,310*l.* postponed debt upon which interest is not paid.
(m) Increased since last Return, but interest paid upon 500*l.* only. (n) Reduced by interest allowed by bank.
(q) No interest has been paid upon 10,000*l.* subscriptions.

(Continued from page 15.)

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of In- terest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(a) 31,748 3 8	4½ & 5	-	4,557 16 7	71 8 10	36,377 9 1	-	-	-	-	-
(b) 1,200 0 0	2½	-	-	367 12 11	1,567 12 11	-	-	64 12 6	-	64 12 6
(c) 300 0 0	(d)	-	-	269 0 1	769 0 1	-	-	-	-	-
13,112 15 3	5	-	(e)	231 17 0	13,344 12 3	-	-	214 0 4	-	214 0 4
10,000 0 0	4½ & 5	1,596 0 0	6,242 19 4	-	17,838 19 4	-	-	-	57 19 9	57 19 9
(f) 2,500 0 0	3½	-	-	-	2,500 0 0	55 0 0	-	-	288 7 5	343 7 5
-	-	-	-	-	-	116 0 0	-	-	114 4 9	230 4 9
-	-	-	-	-	-	83 13 4	-	(g) 4,200 0 0	1,883 18 0	6,167 11 4
59,060 18 11	-	1,596 0 0	10,800 15 11	939 18 10	72,397 13 8	254 13 4	-	4,478 12 10	2,344 9 11	7,077 16 1
(h) 2,692 19 2	4	-	-	2 9 11	2,693 9 1	-	-	-	2,140 3 8	2,140 3 8
126 6 8	none	-	-	39 15 5	166 2 1	-	-	-	-	-
-	-	-	-	-	-	-	-	-	156 11 7	156 11 7
5,300 0 0	(i)	-	(i)	-	5,300 0 0	-	-	-	520 4 2	520 4 2
31,024 13 5	5	-	10,930 5 1	-	41,954 18 6	-	-	-	1,247 16 7	1,247 16 7
-	-	-	-	717 13 11	717 13 11	-	-	-	2,710 13 9	2,710 13 9
39,145 19 3	-	-	10,930 5 1	759 19 3	50,836 3 7	-	-	-	6,775 9 9	6,775 9 9
2,812 10 0	4	-	-	-	2,812 10 0	-	-	-	433 9 2	433 9 2
3,300 0 0	3½ & 4	-	-	874 8 6	4,374 8 6	-	-	50 0 0	286 7 1	336 7 1
2,000 0 0	3½ & 4	-	-	-	2,000 0 0	-	-	-	-	-
8,312 10 0	-	-	-	874 8 6	9,186 18 6	-	-	50 0 0	927 4 3	927 4 3
1,050 0 0	4½	-	(k)	-	1,050 0 0	-	-	-	1,647 0 6	1,647 0 6
1,300 0 0	4½	-	-	39 2 3	1,339 2 3	-	-	-	-	-
(n) 1,650 0 0	4½	-	-	-	1,650 0 0	-	-	-	-	-
2,148 12 0	5	-	3 2 0	-	2,151 14 0	-	-	-	175 10 9	175 10 9
2,550 0 0	4½ & 5	-	-	-	2,550 0 0	-	-	-	45 12 1	45 12 1
586 1 9	5	-	-	-	586 1 9	-	-	-	-	-
9,284 13 9	-	-	3 2 0	39 2 3	9,326 18 0	-	-	-	221 2 10	221 2 10
6,630 0 0	4½	-	-	-	6,630 0 0	75 1 0	-	68 11 3	(p) 6,415 6 7	6,415 6 7
-	-	-	-	-	-	-	-	-	128 19 6	272 11 9
4,366 0 0	4	-	-	-	4,366 0 0	-	-	-	1,222 16 11	1,222 16 11
10,400 0 0	4	-	(q)	65 16 4	10,465 16 4	-	-	-	19 6 11	19 6 11
4,900 0 0	4	-	-	-	4,900 0 0	1 10 0	-	-	458 17 6	458 17 6
26,296 0 0	-	-	-	65 16 4	26,361 16 4	76 11 0	-	127 6 5	111 14 1	240 10 6
-	-	-	-	-	-	-	-	-	8,357 1 6	8,629 10 2

(d) At bank rates.

(i) No interest has been paid.

(o) Including 102*l*. 19*s*. 6*d*. to late surveyor.(e) Interest due on postponed debt of 9,922*l*. 10*s*. 8*d*. from September 1848.

(k) Due from July 1858.

(l) Including 41*l*. 16*s*. 6*d*. to other roads.(p) Including railway debenture 3,004*l*. 15*s*.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Toll.	8. TOTAL INCOME.
COUNTY OF FORFAR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Arbroath, Brechin, and Forfar -	737 16 0	- - -	536 15 0	- - -	17 9 0	- - -	554 4 0
Broughty Ferry to Baldonie, &c. -	3 17 7	- - -	283 0 0	- - -	- - -	- - -	283 0 0
Cairnconan -	34 15 0	- - -	68 10 0	- - -	0 19 10	- - -	69 9 10
Dundee and Coupar Angus, and Branch -	659 6 10	- - -	1,998 1 6	- - -	36 2 1	- - -	2,034 3 7
Dundee to Forfar -	17 19 2	- - -	704 6 7	- - -	3 3 0	52 0 7	759 10 2
Dundee to Pitkerro -	69 16 6	- - -	343 11 8	- - -	- - -	56 5 3	399 16 11
Forfar to Kirriemuir -	152 4 4	- - -	149 1 8	- - -	2 12 8	- - -	151 14 4
Forfarshire, Central -	104 18 6	- - -	160 0 0	- - -	0 14 4	- - -	160 14 4
Ditto, Eastern -	142 6 2	- - -	847 7 1	- - -	24 3 7	- - -	871 10 8
Ditto, Northern -	328 14 11	- - -	534 0 0	- - -	4 2 3	- - -	538 2 3
Invergowrie -	- - -	201 17 3	503 1 8	- - -	- - -	- - -	503 1 8
Lumleyden and Petterden -	258 19 2	- - -	200 16 5	- - -	4 9 8	- - -	205 6 1
Montrose and Brechin -	522 10 7	- - -	241 0 0	- - -	9 8 11	- - -	250 8 11
Montrose Bridge -	308 8 3	- - -	704 0 0	- - -	7 6 0	- - -	711 6 0
Montrose and Forfar -	- - -	4,406 17 2	130 12 6	- - -	- - -	- - -	130 12 6
Strathmartine -	- - -	107 13 6	200 0 0	- - -	25 16 0	- - -	225 16 0
Strathmore -	342 0 0	- - -	850 5 9	- - -	5 18 2	- - -	856 3 11
£	3,683 13 0	4,716 7 11	8,454 9 10	- - -	142 5 6	108 5 10	8,705 1 2
COUNTY OF HADDINGTON.							
Great Post Road -	- - -	34 0 3	1,598 18 4	- - -	13 15 5	- - -	1,612 13 7
Kilpallet District -	5 3 3	- - -	439 0 0	- - -	132 0 0	- - -	571 0 0
North District -	- - -	462 7 1	689 17 11	- - -	134 0 0	- - -	823 17 11
Ormiston District -	- - -	96 10 7	167 0 0	- - -	5 0 0	- - -	172 0 0
South District -	259 7 3	- - -	652 16 8	- - -	4 7 0	- - -	657 3 8
£	264 10 6	592 17 11	3,547 12 11	- - -	289 2 3	- - -	3,836 13 2
COUNTY OF INVERNESS.							
Highland Roads and Bridges (ex- tending to Nine other Counties)	1,631 19 10	- - -	2,778 14 3	- - -	(d) 9,927 6 11	- - -	12,706 1 2
Inverness Bridge -	- - -	3 5 6	- - -	- - -	(e) 890 17 2	- - -	890 17 2
£	1,631 19 10	3 5 6	2,778 14 3	- - -	10,818 4 1	- - -	13,596 18 4
COUNTY OF KINCARDINE.							
Petteresso and Maryculter -	48 17 7	- - -	45 0 0	- - -	1 4 0	- - -	46 4 0
Kincardineshire, Consolidated -	(f) 4,790 3 2	- - -	651 13 4	- - -	175 2 5	- - -	826 15 9
Marykirk Bridge -	251 0 1	- - -	271 0 0	- - -	2 16 4	- - -	273 16 4
Slug -	148 9 3	- - -	323 0 0	- - -	4 18 8	- - -	327 18 8
South Deeside -	225 3 2	- - -	287 0 0	- - -	5 8 1	- - -	292 8 1
Wellington Suspension Bridge -	169 8 9	- - -	408 7 0	- - -	2 8 0	- - -	410 15 0
£	5,633 2 0	- - -	1,986 0 4	- - -	191 17 6	- - -	2,177 17 10
COUNTY OF KINROSS.							
Cleish (i) -	- - -	22 15 5	79 3 0	- - -	- - -	- - -	79 3 0
Great North Road -	2,367 9 7	- - -	2,164 0 10	- - -	(k) 853 7 8	- - -	3,017 8 6
Milnathort (i) -	251 5 2	- - -	89 12 3	- - -	- - -	- - -	89 12 3
Portm oak -	0 19 5	- - -	160 0 0	- - -	41 0 0	- - -	201 0 0
£	2,619 14 2	22 15 5	2,492 16 1	- - -	894 7 8	- - -	3,387 3 9
COUNTY OF KIRKCUDBRIGHT.							
Kirkcudbright (Fourteen Districts)	871 4 1	- - -	3,263 18 10	- - -	86 17 7	- - -	3,350 16 5

(a) For 1½ year.
(b) Including carriage.
(c) Including 890*l.* 10*s.* county assessments.
(f) Including 865*l.* 7*s.* 8*d.* invested in Slug Road Bonds.
(i) No Return for the year ending Whitsunday 1860 can be obtained; the Return for the previous year is inserted.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Low Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
166 13 6	32 3 0	9 0 3	- - -	- - -	15 18 3	- - -	20 0 0	50 0 0	- - -
124 14 9	37 7 1	- - -	- - -	2 0 0	4 8 0	- - -	10 7 0	15 0 0	15 16 3
30 6 5	13 8 8	- - -	- - -	- - -	4 8 1	- - -	5 5 0	5 0 0	- - -
443 11 9	135 13 9	- - -	- - -	13 11 6	35 18 5	25 0 0	29 10 0	(a) 131 5 0	- - -
416 2 11	66 7 2	- - -	- - -	6 10 9	16 7 3	- - -	35 4 0	95 0 0	- - -
231 14 5	40 15 0	- - -	- - -	8 0 10	5 3 3	- - -	10 10 0	15 0 0	- - -
31 14 9	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -
49 4 0	28 5 10	- - -	- - -	- - -	2 8 7	- - -	10 6 0	10 0 0	- - -
212 13 5	77 13 6	165 16 2	- - -	9 0 0	46 2 1	- - -	36 10 0	80 0 0	- - -
214 19 4	- - -	(b) 54 12 0	- - -	- - -	11 1 3	- - -	22 0 0	- - -	- - -
73 9 4	124 9 0	79 6 7	- - -	- - -	9 9 2	- - -	15 15 0	20 0 0	- - -
(c) 126 5 6	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -	15 0 0	- - -
133 16 1	38 6 3	- - -	- - -	- - -	8 14 1	20 0 0	1 7 0	- - -	- - -
44 15 9	- - -	- - -	- - -	- - -	13 3 6	15 0 0	15 0 0	- - -	- - -
56 2 2	- - -	20 19 1	- - -	- - -	7 16 1	- - -	15 0 0	- - -	- - -
59 18 4	39 15 11	64 4 9	- - -	- - -	8 2 5	- - -	5 0 0	10 0 0	- - -
(c) 49 15 8	- - -	- - -	- - -	- - -	- - -	40 0 0	- - -	80 0 0	- - -
2,590 18 1	634 5 2	303 18 10	- - -	39 3 1	189 0 5	115 0 0	241 14 0	526 5 0	15 16 3
445 16 5	233 13 8	316 17 10	- - -	126 17 4	21 16 11	- - -	86 0 0	97 10 0	- - -
152 5 2	97 10 10	124 5 8	- - -	- - -	7 8 4	- - -	16 0 0	30 0 0	- - -
335 5 2	127 8 0	142 1 0	- - -	1 10 0	17 6 8	- - -	35 0 0	75 0 0	- - -
70 17 2	27 9 6	24 1 2	- - -	- - -	3 19 4	- - -	8 0 0	8 0 0	- - -
221 6 10	131 17 4	199 0 10	- - -	- - -	10 6 3	- - -	15 0 0	40 0 0	- - -
1,245 10 9	617 19 4	806 6 6	- - -	128 7 4	60 17 6	- - -	160 0 0	250 10 0	- - -
(c) 9,976 16 3	- - -	- - -	- - -	- - -	17 11 3	- - -	142 5 0	1,124 7 2	280 15 10
9,976 16 3	- - -	- - -	- - -	- - -	17 11 3	- - -	142 5 0	1,124 7 2	280 15 10
(c) 32 10 3	- - -	- - -	- - -	- - -	0 14 2	3 0 0	2 0 0	2 2 0	- - -
(c) 494 4 8	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	62 10 0	- - -
1 10 5	- - -	- - -	- - -	- - -	3 4 3	- - -	10 10 0	- - -	16 2 11
(g) 122 8 4	- - -	- - -	- - -	- - -	11 15 5	10 0 0	5 0 0	10 10 0	- - -
(c) 100 17 6	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
(c) 51 9 5	- - -	- - -	9 16 8	- - -	- - -	6 16 6	5 5 0	5 5 0	(A) 313 12 3
803 0 7	- - -	- - -	9 16 8	- - -	15 13 10	19 16 6	82 15 0	90 7 0	329 15 2
27 3 4	9 15 8	16 0 4	- - -	- - -	2 13 7	- - -	5 5 1	5 0 0	- - -
305 8 2	134 18 10	324 12 8	- - -	- - -	35 16 9	75 0 0	25 0 0	150 0 0	332 10 5
20 7 6	5 3 1	17 1 9	- - -	- - -	2 4 0	- - -	5 0 0	5 0 0	- - -
64 2 6	24 11 11	70 1 4	- - -	- - -	2 11 5	8 8 0	4 4 0	10 0 0	- - -
417 1 6	174 9 6	427 16 1	- - -	- - -	43 5 9	83 8 0	39 9 1	170 0 0	332 10 5
1,104 3 11	123 16 1	1,329 1 11	- - -	2 6 0	177 15 4	60 0 0	50 0 0	200 0 0	265 13 6

(Continued on page 20.)

(c) Including materials, &c.

(d) Including 4,849l. 4s. 5d. assessments and 5,000l. Government grant.

(g) Contract work.

(A) Including cost of new Act.

(A) Including 617l. 12s. 4d. interest from Railway Company.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF FORFAR.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Arbroath, Brechin, and Forfar	213 0 0	- - -	6 14 9	- - -	300 0 0	39 10 2	852 19 11
Broughty Ferry to Baldonie, &c.	12 4 4	- - -	29 17 1	- - -	48 5 3	13 8 0	313 7 9
Cairnconan	- - -	- - -	- - -	- - -	- - -	9 19 1	68 7 3
Dundee and Coupar Angus, and Branch	828 5 1	- - -	36 12 9	- - -	- - -	134 6 8	1,813 14 11
Dundee to Forfar	14 0 3	- - -	77 10 7	6 15 8	- - -	35 6 7	769 5 2
Dundee to Pitkerro	- - -	- - -	147 15 8	- - -	- - -	13 9 1	472 8 3
Forfar to Kirriemuir	63 11 8	- - -	- - -	- - -	- - -	10 2 9	115 8 2
Forfarshire, Central	100 0 0	- - -	- - -	- - -	- - -	9 14 1	209 18 6
Ditto, Eastern	80 0 0	- - -	- - -	- - -	- - -	56 13 8	764 8 10
Ditto, Northern	77 0 0	- - -	- - -	- - -	- - -	17 1 8	396 14 3
Invergowrie	54 19 0	- - -	- - -	- - -	- - -	23 5 5	402 13 6
Lumleyden and Petterden	147 15 4	- - -	- - -	- - -	- - -	5 13 0	309 13 10
Montrose and Brechin	- - -	- - -	- - -	- - -	- - -	10 12 9	214 16 2
Montrose Bridge	672 11 8	- - -	- - -	- - -	- - -	50 13 10	811 4 9
Montrose and Forfar	- - -	- - -	- - -	- - -	- - -	3 17 6	103 14 10
Strathmartine	4 9 10	- - -	- - -	- - -	- - -	15 3 1	186 14 4
Strathmore	78 6 6	- - -	- - -	- - -	- - -	29 5 2	718 7 4
£	2,346 3 8	- - -	298 10 10	6 15 8	348 5 3	478 2 6	8,523 18 9
COUNTY OF HADDINGTON.							
Great Post Road	154 8 0	- - -	- - -	- - -	- - -	103 18 0	1,586 18 2
Kilpallet District	90 3 1	- - -	- - -	- - -	- - -	9 2 4	526 13 5
North District	114 10 1	- - -	- - -	- - -	- - -	18 3 9	886 4 8
Ormiston District	18 8 7	- - -	- - -	- - -	- - -	4 5 0	165 0 9
South District	69 18 10	- - -	8 0 0	- - -	- - -	13 7 8	708 17 9
£	447 8 7	- - -	8 0 0	- - -	- - -	148 16 9	3,873 16 9
COUNTY OF INVERNESS.							
Highland Roads and Bridges (ex- tending to Nine other Counties)	- - -	(h) 250 0 0	130 2 1	- - -	- - -	520 14 4	12,495 0 8
Inverness Bridge	- - -	890 10 0	25 0 0	- - -	- - -	1 11 2	934 12 5
£	- - -	1,140 10 0	155 2 1	- - -	- - -	522 5 6	13,359 13 1
COUNTY OF KINCARDINE.							
Fetteresso and Maryculter	- - -	- - -	- - -	- - -	- - -	0 12 1	40 18 6
Kincardineshire, Consolidated	- - -	- - -	- - -	- - -	- - -	22 15 7	629 10 3
Marykirk Bridge	218 15 0	- - -	- - -	- - -	- - -	11 9 10	261 12 5
Slug	100 0 0	- - -	- - -	- - -	- - -	13 13 3	273 7 0
South Deeside	157 10 0	- - -	- - -	- - -	- - -	9 10 0	287 17 6
Wellington Suspension Bridge	171 15 3	- - -	- - -	- - -	- - -	12 12 2	576 12 3
£	648 0 3	- - -	- - -	- - -	- - -	70 12 11	2,069 17 11
COUNTY OF KINROSS.							
Cleish (a)	- - -	- - -	- - -	- - -	- - -	0 1 2	65 19 2
Great North Road	1,384 11 11	- - -	- - -	- - -	- - -	59 6 10	2,827 5 7
Milnathort (a)	- - -	- - -	- - -	- - -	- - -	1 13 9	56 10 1
Portmouk	0 15 0	- - -	15 19 9	- - -	30 0 0	4 15 10	235 9 9
£	1,385 6 11	- - -	15 19 9	- - -	30 0 0	65 17 7	3,185 4 7
COUNTY OF KIRKCUDBRIGHT.							
Kirkcudbright (Fourteen Districts)	130 6 5	- - -	235 0 0	- - -	- - -	72 14 8	3,743 17 10

(Continued from page 19.)

(a) Including 1,200*l.* at 5 per cent. (b) Including 266*s.* 14*s.* 10*d.* interest added. (c) Interest due from 1834 on 900*l.* postponed debt.
(g) Interest paid on 1,800*l.* only. (h) Superannuation Fund account, making with interest 9,426*l.* 3*s.* 6*d.*
(m) Variable. (n) No Return for the year ending Whitsunday 1860 can be obtained; the Return for the previous year is inserted.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of In- terest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers, on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(a) 4,650 0 0	4	-	-	-	4,650 0 0	88 5 0	-	-	439 0 1	527 5 1
1,447 14 11	5	-	3,021 2 0	26 10 2	4,495 7 1	81 0 0	-	-	-	81 0 0
863 19 7	5	-	634 8 3	-	1,498 7 10	16 15 0	-	-	35 17 7	52 12 7
23,807 18 1	3	-	-	-	23,807 18 1	-	-	-	879 15 6	879 15 6
168 15 0	6	-	-	-	168 15 0	60 8 4	-	-	8 4 2	68 12 6
56 5 3	Not stated.	-	-	2 14 10	59 0 1	-	-	-	-	-
1,650 0 0	4	-	-	-	1,650 0 0	-	-	-	188 9 6	188 9 6
(b) 11,684 13 11	4	-	(c) 640 0 0	-	11,684 13 11	-	-	-	55 14 4	55 14 4
6,000 0 0	4	-	-	-	6,640 0 0	-	-	-	249 8 0	249 8 0
2,000 0 0	4	-	-	-	2,000 0 0	-	-	-	470 2 11	470 2 11
1,000 0 0	5	-	-	101 9 1	1,101 9 1	-	-	-	-	-
3,338 3 7	4	-	536 0 0	-	4,374 3 7	-	-	-	154 11 5	154 11 5
17,575 0 0	3½	-	1,842 0 4	-	19,417 0 4	-	-	-	558 3 4	558 3 4
7,094 12 4	-	-	-	4,379 19 6	11,474 11 10	-	-	88 12 8	208 9 6	208 9 6
-	-	-	-	68 11 10	68 11 10	-	-	-	88 12 8	88 12 8
2,000 0 0	4	-	-	-	2,000 0 0	220 0 8	-	69 2 10	479 16 7	769 0 1
88,837 2 8	-	-	6,673 10 7	4,579 5 5	95,089 18 8	466 9 0	-	157 15 6	3,727 12 11	4,351 17 5
6,300 0 0	4	-	(d) -	8 4 10	6,308 4 10	-	-	268 4 11	-	268 4 11
(e) 3,170 12 3	4	-	(e) -	-	3,170 12 3	-	-	31 2 11	49 7 10	80 10 9
484 17 8	4½	-	(f) -	524 13 10	524 13 10	1 2 2	20 0 0	86 6 6	-	107 8 8
(g) 2,507 17 2	4	-	(g) -	89 11 4	574 9 0	-	-	25 18 0	-	25 18 0
-	-	-	-	-	2,507 17 2	-	-	47 2 6	207 13 2	254 15 8
12,463 7 1	-	-	-	622 10 0	13,085 17 1	1 2 2	20 0 0	458 14 10	257 1 0	736 18 0
13,700 0 0	(i)	-	-	47 0 9	13,747 0 9	-	-	-	1,913 0 4	1,913 0 4
13,700 0 0	-	-	-	47 0 9	13,747 0 9	-	-	-	1,913 0 4	1,913 0 4
921 11 3	5	-	256 8 1	-	1,177 19 4	-	-	51 2 1	54 3 1	105 5 2
4,250 0 0	5	-	812 10 0	-	7,062 10 0	32 16 8	-	-	(k) 4,987 8 8	5,020 5 4
(j) 2,602 10 0	5	-	6,547 2 10	-	9,149 12 10	20 18 6	-	30 0 0	263 4 0	263 4 0
11,550 0 0	3½ & 4	-	6,040 7 0	-	17,590 7 0	2 0 0	-	-	203 0 11	263 19 5
2,815 0 0	(m)	-	-	-	9,818 0 0	-	-	-	229 13 9	231 13 9
31,139 1 3	-	-	13,656 7 11	-	44,795 9 2	55 15 0	-	81 2 1	3 11 6	3 11 6
34,042 0 6	4	932 10 0	722 15 2	9 11 7	35,697 5 8	309 11 8	443 0 0	-	2,557 12 6	3,310 4 2
8,290 8 3	5	-	(p) -	33 10 4	8,290 8 3	-	-	-	284 7 4	284 7 4
44,332 8 9	-	932 10 0	722 15 2	43 1 11	44,030 15 10	309 11 8	443 0 0	-	2,841 19 10	3,594 11 6
1,650 0 0	3 to 5	-	-	-	1,650 0 0	209 18 7	-	-	478 2 8	688 1 3

(d) Interest paid on 3,800l. only.

(e) Interest paid on 2,300l. only.

(f) Interest paid on 300l. only.

(i) To be repaid by annuity of 6½ per cent for 22 years.

(k) Including 865l. 7s. 8d. invested in Slug road bonds.

(l) Mis-stated in former Returns.

(o) Reduced 129l. 19s. 1d. paid in 1856.

(p) Not stated.

(q) Exclusive of loans from one district to another.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF LANARK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bathgate and Airdrie - - -	138 13 9	- - -	3,534 16 6	- - -	(a) 434 18 10	- - -	3,959 15 4
Biggar and Leadhills - - -	88 7 9	- - -	512 14 0	- - -	3 3 2	- - -	515 17 2
Cambuslang and Muirkirk (includ- ing Dalmarnock Bridge) - -	26,184 2 1	- - -	8,030 0 0	- - -	607 17 10	- - -	8,637 17 10
Carlisle - - - - -	- - -	154 8 8	790 11 0	- - -	- - -	- - -	790 11 0
Corsethill - - - - -	373 0 11	- - -	806 0 0	- - -	19 11 11	- - -	825 11 11
Crossford Bridge - - - - -	- - -	9 15 5	115 16 8	- - -	- - -	- - -	115 16 8
Garion Bridge - - - - -	223 10 1	- - -	173 0 0	- - -	4 12 11	- - -	177 12 11
Garngad - - - - -	- - -	479 0 1	401 0 0	- - -	- - -	- - -	401 0 0
Garscube - - - - -	482 6 10	- - -	1,200 0 0	- - -	21 15 4	- - -	1,221 15 4
Glasgow Bridges - - - - -	1,045 15 3	- - -	8,034 6 6	- - -	- - -	- - -	8,034 6 6
Glasgow, Kirkintilloch, and Bal- dernock - - - - -	- - -	2,339 10 9	4,970 6 8	- - -	14 11 11	- - -	4,984 18 7
Glasgow and Shotts - - - -	2,129 18 1	- - -	7,859 16 0	- - -	415 15 5	- - -	8,275 11 5
Great Western and St. George's -	749 12 1	- - -	1,574 11 8	- - -	10 3 7	- - -	1,584 15 3
Lanark and Hamilton - - - -	4 3 5	- - -	463 15 0	- - -	- - -	- - -	463 15 0
Lanarkshire, East and West - -	- - -	84 4 1	845 0 0	- - -	472 8 11	- - -	1,317 8 11
Ditto, North and South - -	4,534 11 1	- - -	2,653 17 0	- - -	64 7 5	- - -	2,718 4 5
Port Dundas and Craighall - -	- - -	- - -	1,097 17 2	- - -	34 5 2	- - -	1,132 2 4
Renfrew - - - - -	357 12 9	- - -	1,608 6 8	- - -	15 13 0	- - -	1,623 19 8
Three Mile House - - - - -	1,659 0 9	- - -	1,075 16 8	- - -	24 11 10	- - -	1,100 8 6
Wilsontown and Biggar - - -	27 18 4	- - -	189 0 0	- - -	1 5 11	- - -	190 5 11
Wilsontown and Lanark - - -	2 13 0	- - -	160 0 0	- - -	0 16 4	- - -	160 16 4
Yoker - - - - -	3,550 8 2	- - -	3,683 6 8	- - -	33 16 5	- - -	3,717 3 1
£	41,551 14 4	3,066 19 0	49,779 18 2	- - -	2,169 15 11	- - -	51,949 14 1
COUNTY OF LINLITHGOW.							
Clench - - - - -	1,755 13 7	- - -	974 6 7	- - -	27 16 3	- - -	1,002 2 10
Cramond Bridge, Queensferry, and Linlithgow - - - - -	296 12 1	- - -	708 2 0	- - -	3 15 4	- - -	711 17 4
Linlithgow - - - - -	98 7 1	- - -	547 0 0	- - -	1 18 6	- - -	548 18 6
£	2,150 12 9	- - -	2,229 8 7	- - -	33 10 1	- - -	2,262 18 8
COUNTY OF NAIRN.							
Nairnshire - - - - -	- - -	13 0 11	167 0 0	- - -	0 10 4	- - -	167 10 4
* Highland Roads and Bridges (see INVERNESS).							
COUNTY OF ORENEY.							
No Returns.							
COUNTY OF PEEBLES.							
Peebles :—							
First District - - - - -	4 17 5	- - -	336 13 10	- - -	1 9 0	- - -	338 2 10
Second District - - - - -	112 18 1	- - -	515 8 0	- - -	2 8 10	- - -	517 16 10
Third District - - - - -	407 13 8	- - -	156 16 10	- - -	8 15 6	- - -	165 12 4
Fourth District - - - - -	- - -	52 6 3	491 0 0	- - -	- - -	- - -	491 0 0
Fifth District - - - - -	23 4 8	- - -	188 0 0	- - -	1 4 1	- - -	189 4 1
Sixth District - - - - -	- - -	10 7 1	8 0 0	- - -	- - -	- - -	8 0 0
Tweed Bridge Postage - - -	84 12 1	- - -	131 0 0	- - -	1 17 8	- - -	132 17 8
£	633 5 11	62 13 4	1,826 18 8	- - -	15 15 1	- - -	1,842 13 9

(a) Including 400*l.* from railway.

(b) Contract work.

(c) Including materials, &c.

(f) Including materials, &c., and for footpaths.

(g) Including surveyor.

EXPENDITURE.									
9.	10.	11.	12.	13.	14.	Salaries of			18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
914 19 3	390 4 4	- - -	- - -	24 7 9	65 0 9	- - -	103 0 0	150 0 0	34 3 7
(b) 294 15 6	- - -	- - -	- - -	1 13 0	2 5 7	25 0 0	10 0 0	35 0 0	- - -
(c) 5,023 2 3	- - -	- - -	- - -	365 19 0	- - -	100 0 0	100 0 0	150 0 0	29 12 9
249 19 2	- - -	(d) 299 8 9	- - -	- - -	- - -	- - -	20 0 0	35 0 0	- - -
309 18 10	- - -	(d) 284 19 3	- - -	- - -	- - -	20 0 0	10 0 0	70 0 0	- - -
- - -	- - -	- - -	- - -	- - -	2 16 0	- - -	5 0 0	- - -	- - -
0 14 0	- - -	4 6 2	- - -	- - -	- - -	- - -	6 6 0	- - -	- - -
(c) 212 3 8	- - -	- - -	- - -	- - -	10 18 7	20 1 0	- - -	10 0 0	(e) 188 17 7
(c) 673 0 4	- - -	- - -	- - -	- - -	125 9 0	- - -	60 0 0	25 0 0	429 5 8
7 10 0	- - -	- - -	- - -	- - -	4 1 0	50 0 0	50 0 0	- - -	- - -
632 4 6	- - -	987 6 3	- - -	- - -	147 7 2	75 0 0	75 0 0	150 0 0	- - -
(f) 5,947 4 11	- - -	- - -	- - -	- - -	- - -	155 2 2	120 0 0	150 0 0	50 18 7
136 16 10	78 14 6	180 0 0	- - -	- - -	23 2 0	21 7 6	- - -	40 17 3	29 7 8
152 8 0	- - -	(d) 103 19 1	- - -	- - -	33 4 1	10 0 0	10 0 0	25 0 0	- - -
335 15 7	- - -	(d) 762 1 2	- - -	- - -	55 17 2	25 0 0	20 0 0	52 0 0	10 1 6
(c) 2,043 1 5	- - -	- - -	- - -	3 4 9	219 8 3	50 0 0	50 0 0	98 0 0	- - -
136 12 8	- - -	282 12 7	- - -	- - -	9 14 11	35 0 0	- - -	12 10 0	- - -
215 0 0	137 6 8	803 1 9	- - -	- - -	49 2 7	32 1 3	- - -	30 0 0	28 10 11
235 0 0	130 12 1	458 5 5	- - -	- - -	50 14 8	32 1 3	- - -	30 0 0	22 13 7
60 17 0	- - -	(d) 70 15 10	- - -	- - -	- - -	- - -	7 0 0	10 0 0	- - -
38 4 6	- - -	(d) 26 10 8	- - -	- - -	- - -	- - -	(g) 20 0 0	- - -	- - -
539 13 11	163 10 6	1,138 18 6	- - -	- - -	50 9 5	42 15 0	- - -	78 15 0	25 12 1
18,181 2 4	820 8 1	5,402 5 5	- - -	395 4 6	849 11 2	693 8 2	668 6 0	1,152 2 3	849 3 11
472 5 0	20 15 6	45 15 9	- - -	1 0 0	20 3 8	- - -	25 0 0	60 0 0	- - -
174 19 6	6 6 7	74 1 9	- - -	- - -	9 5 5	- - -	20 0 0	52 0 0	- - -
103 4 10	- - -	186 19 2	- - -	- - -	34 8 1	- - -	15 0 0	32 0 0	- - -
750 9 4	27 2 1	306 16 8	- - -	1 0 0	63 17 2	- - -	60 0 0	144 0 0	- - -
(c) 81 7 0	- - -	- - -	- - -	- - -	- - -	13 0 0	20 0 0	22 10 0	- - -
(A) 87 19 2	11 17 3	- - -	- - -	0 15 0	2 1 6	- - -	- - -	27 13 0	14 0 9
236 0 3	41 18 10	- - -	- - -	- - -	19 16 10	25 0 0	7 6 10	65 0 0	- - -
66 13 2	6 12 6	- - -	- - -	- - -	3 3 10	23 5 0	8 0 6	60 0 0	- - -
273 10 8	18 12 5	- - -	- - -	- - -	16 4 5	6 0 2	2 0 10	43 6 8	- - -
77 9 9	10 13 0	- - -	- - -	- - -	3 10 6	5 4 3	1 15 9	30 0 0	- - -
5 10 6	- - -	- - -	- - -	- - -	0 12 3	0 10 7	0 3 7	2 0 0	- - -
9 11 2	0 9 4	- - -	- - -	- - -	3 9 4	5 0 0	0 3 7	5 0 0	- - -
756 14 8	90 3 4	- - -	- - -	0 15 0	48 18 8	65 0 0	19 11 1	232 19 8	14 0 9

(d) Including carriage.

(e) Including 173*l*. towards the expenses of new Act.

(A) Including materials.

(Continued on page 24.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. TOTAL EXPENDITURE.
COUNTY OF LANARK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bathgate and Airdrie - - -	2,429 19 3	- - -	- - -	- - -	- - -	43 13 2	4,087 8 0
Biggar and Leadhills - - -	133 18 1	- - -	- - -	- - -	- - -	20 7 2	522 19 4
Cambuslang and Muirkirk (including Dalmarnock Bridge) - - -	- - -	- - -	- - -	222 14 0	- - -	75 4 5	6,066 12 0
Carlisle - - -	17 15 3	1 10 0	66 19 6	- - -	- - -	9 7 6	700 0 2
Corsethill - - -	- - -	5 0 0	66 5 8	- - -	- - -	10 0 0	776 3 9
Crossford Bridge - - -	36 2 11	- - -	- - -	- - -	- - -	14 7 10	58 5 10
Garion Bridge - - -	87 10 0	- - -	- - -	- - -	- - -	8 5 10	107 3 0
Garnagad - - -	40 6 5	- - -	- - -	- - -	- - -	12 0 2	494 7 5
Garscube - - -	45 0 0	- - -	- - -	- - -	- - -	56 8 10	1,416 3 10
Glasgow Bridges - - -	1,716 2 3	- - -	- - -	62 12 0	4,287 14 10	109 6 6	6,307 6 7
Glasgow, Kirkintilloch, and Bala-dernock - - -	249 12 2	105 0 0	1,462 19 4	- - -	- - -	15 6 9	3,919 16 2
Glasgow and Shotts - - -	3 2 4	- - -	469 8 3	65 2 2	120 0 0	375 4 1	7,456 2 6
Great Western and St. George's - - -	965 17 9	- - -	- - -	48 17 6	- - -	45 12 9	1,570 13 9
Lanark and Hamilton - - -	146 5 11	- - -	- - -	- - -	- - -	9 10 9	490 6 11
Lanarkshire, East and West - - -	127 12 0	- - -	- - -	- - -	- - -	69 4 11	1,437 12 4
Ditto, North and South - - -	596 10 9	- - -	- - -	- - -	- - -	43 16 3	3,104 1 5
Port Dundas and Craighall - - -	5479 0 11	- - -	- - -	20 14 8	113 13 3	42 3 4	1,132 2 4
Renfrew - - -	34 8 6	- - -	137 11 3	25 10 0	- - -	93 15 5	1,586 8 4
Three Mile House - - -	- - -	- - -	61 11 4	27 18 0	- - -	93 4 4	1,142 0 8
Wilsontown and Biggar - - -	27 0 0	0 15 0	7 12 9	- - -	- - -	24 16 11	208 17 6
Wilsontown and Lanark - - -	93 17 3	- - -	- - -	- - -	- - -	8 16 4	187 8 9
Yoker - - -	4 3 8	- - -	30 10 0	57 18 10	500 0 0	47 12 4	2,699 19 3
£	7,234 3 6	112 5 0	2,302 18 1	551 7 2	5,021 8 1	1,228 6 2	45,461 19 10
COUNTY OF LINLITHGOW.							
Cleuch - - -	- - -	- - -	603 12 10	- - -	- - -	56 11 5	1,305 4 2
Cramond Bridge, Queensferry, and Linlithgow - - -	162 17 7	- - -	- - -	- - -	600 0 0	35 17 5	1,135 8 3
Linlithgow - - -	77 10 10	- - -	59 0 10	- - -	- - -	19 1 4	527 5 1
£	240 8 5	- - -	662 13 8	- - -	600 0 0	111 10 2	2,967 17 6
COUNTY OF NAIRN.							
Nairnshire - - -	20 12 9	- - -	- - -	- - -	- - -	9 6 11	166 16 8
* Highland Roads and Bridges (see INVENTORIES).							
COUNTY OF ORKNEY.							
No Returns.							
COUNTY OF PEEBLES.							
Peebles :—							
First District - - -	168 2 9	- - -	- - -	- - -	- - -	9 15 3	322 4 8
Second District - - -	69 7 6	83 0 8	- - -	- - -	- - -	8 2 1	555 13 0
Third District - - -	- - -	- - -	- - -	- - -	- - -	1 13 9	169 8 9
Fourth District - - -	0 4 5	58 7 3	- - -	- - -	- - -	4 5 1	422 11 11
Fifth District - - -	22 10 0	- - -	- - -	- - -	- - -	1 12 7	152 15 10
Sixth District - - -	0 12 5	- - -	- - -	- - -	- - -	0 6 2	9 15 6
Tweed Bridge Pontage - - -	189 0 0	- - -	- - -	- - -	- - -	1 1 6	213 14 11
£	449 17 1	141 7 11	- - -	- - -	- - -	26 16 5	1,846 4 7

(Continued from page 23.)

(a) Exclusive of interest on 2,307*l.* 12*s.*, subscriptions.
(c) Large arrears, the amount not stated.
(f) Including arrears.
(b) Exclusive of interest on 5,566*l.*, subscriptions.
(g) Also 899*l.* 6*s.* 8*d.* payable by annuities.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers, on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
60,664 10 4	4 & 5	-	15,516 2 8	-	76,180 13 0	-	-	-	41 1 1	41 1 1
5,005 19 0	3½ & 5	-	4,428 13 0	-	9,434 12 0	-	-	-	81 5 7	81 5 7
48,944 12 5	5	-	14,719 9 2	-	63,664 1 7	-	-	-	38,755 7 11	38,755 7 11
2,684 11 6	4 & 5	311 2 2	6,298 10 3	63 17 10	9,358 1 9	-	-	-	-	-
3,222 0 0	5	-	7,571 14 0	-	10,793 14 0	-	-	177 18 9	422 9 1	600 7 10
850 0 0	5	-	-	-	850 0 0	-	-	126 0 0	47 15 5	173 15 5
4,765 4 8	5	-	(a) 1,189 6 9	-	5,904 11 5	-	-	134 4 1	294 0 0	428 4 1
6,886 0 0	4 & 5	24 1 5	(b) 1,226 3 10	572 7 6	8,688 12 9	-	-	-	-	-
1,000 0 0	4½	-	-	-	1,000 0 0	-	-	-	287 18 4	287 18 4
37,262 16 8	4 & 5	-	-	-	37,262 16 8	-	-	-	2,772 15 2	2,772 15 2
3,500 0 0	4½	464 13 2	-	1,274 8 4	5,239 1 6	-	-	-	-	-
(d) 24,432 18 10	4	-	-	-	24,432 18 10	-	-	(c) 500 0 0	2,949 7 0	3,449 7 0
2,933 0 0	5	-	4,426 5 0	22 8 6	7,373 13 6	-	-	536 12 0	763 13 7	1,300 5 7
24,984 11 0	5	-	(e) 90,948 13 9	224 7 6	25,208 18 6	-	-	344 17 10	-	344 17 10
48,594 19 3	5	-	-	-	139,543 13 0	-	-	200 15 7	-	200 15 7
6,846 19 11	4 & 4½	-	-	-	6,846 19 11	-	-	-	4,148 14 1	4,148 14 1
800 0 0	4½	-	-	-	800 0 0	-	-	-	-	-
650 0 0	4 & 5	-	15 0 0	-	665 0 0	-	-	-	395 4 1	395 4 1
3,250 0 0	5	-	2,879 9 9	23 19 5	6,153 9 2	-	-	-	1,617 8 7	1,617 8 7
-	-	-	-	-	-	-	-	-	9 6 9	9 6 9
-	-	-	-	-	-	-	-	-	4,567 12 0	4,567 12 0
287,250 3 7	-	799 16 9	149,169 8 2	2,181 9 1	439,400 17 7	-	-	2,020 8 3	47,153 18 8	49,174 6 11
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1,452 12 3	1,452 12 3
4,000 0 0	3½ & 4	-	-	126 18 10	4,126 18 10	-	-	-	-	-
2,077 8 9	3½ & 4	-	-	-	2,077 9 9	-	-	-	120 0 6	120 0 6
6,077 9 9	-	-	-	126 18 10	6,204 8 7	-	-	-	1,572 12 9	1,572 12 9
-	-	-	-	-	-	-	-	-	-	-
536 0 0	4	-	-	13 7 3	546 7 3	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
7,118 13 3	5	536 10 7	2,484 6 7	-	10,139 10 5	25 14 10	-	-	20 15 7	46 10 5
(g) 1,850 0 0	3½ & 4	-	-	-	1,850 0 0	30 4 0	20 0 0	-	75 1 11	125 5 11
(h)	-	-	-	-	-	8 6 2	-	-	403 17 3	412 3 5
600 0 0	3½ & 4	-	-	-	600 0 0	-	40 0 0	-	16 1 10	56 1 10
(i) 4,025 0 0	(i)	-	(i)	12 2 7	4,037 2 7	8 0 0	-	-	59 12 11	79 12 11
2,100 0 0	5	-	259 0 0	-	2,359 0 0	7 0 0	-	-	-	8 0 0
-	-	-	-	-	-	-	-	-	3 14 10	10 14 10
15,893 13 3	-	536 10 7	2,749 6 7	12 2 7	18,985 13 0	79 5 0	80 0 0	-	579 4 4	738 9 4

(c) Due from East and West Lanarkshire Roads.
(h) 700l. debt payable by annuities.

(d) Including 3,000l. at the market rate of interest.
(i) No interest has been paid or demanded.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Toll.	8. TOTAL INCOME.
COUNTY OF PERTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Athole - - - -	- - -	817 12 8	1,656 19 7	- - -	- - -	- - -	1,656 19 7
Auchterarder - - -	- - -	26 17 2	139 0 0	- - -	- - -	- - -	139 0 0
Blairgowrie and Bridge of Cally -	- - -	18 10 8	443 14 1	- - -	0 16 0	- - -	444 10 1
Blairgowrie and Coupar Angus -	118 16 4	- - -	202 0 0	- - -	0 4 0	- - -	202 4 0
Carse of Gowrie - - -	128 8 6	- - -	733 0 0	- - -	2 13 11	- - -	735 13 11
Crieff and Longcausewayhead - -	87 4 8	- - -	1,048 13 10	- - -	10 12 11	- - -	1,059 6 9
Dalpatrick - - - -	- - -	123 19 3	84 0 0	- - -	1 15 9	- - -	85 15 9
Dalreoch - - - -	143 11 0	- - -	383 0 0	- - -	0 0 0	- - -	389 0 0
Drip and Frew and Netherton, United - - - -	227 5 8	- - -	608 13 4	- - -	7 19 9	- - -	616 13 1
Dunblane, Doune, and Callander -	956 8 2	- - -	1,191 10 0	- - -	23 9 4	(d) 1,000 0 0	2,214 19 4
Dunkeld to Aberfeldy and Kenmore	274 16 11	- - -	995 0 0	- - -	3 16 6	- - -	998 16 6
Dunning - - - -	108 4 10	- - -	77 10 0	- - -	2 4 1	- - -	79 14 1
Gleneagles - - - -	- - -	- - -	439 10 0	- - -	5 4 9	- - -	444 14 9
Glenfalloch - - - -	61 5 3	- - -	91 11 6	- - -	- - -	- - -	91 11 6
Glenlichorn - - - -	- - -	272 6 4	74 0 0	- - -	(e) 70 0 0	- - -	144 0 0
Lochearn - - - -	250 3 9	- - -	711 0 0	- - -	6 1 5	- - -	717 1 5
Lochtayside and Glendochart - -	- - -	350 4 1	801 6 10	- - -	- - -	- - -	801 6 10
Monteith - - - -	153 6 8	- - -	299 0 0	- - -	7 9 4	- - -	306 9 4
New Bridge of Earn - - -	2,561 13 2	- - -	- - -	- - -	(f) 234 15 3	- - -	234 15 3
Perth Bridge - - - -	- - -	67 9 4	- - -	- - -	79 2 6	- - -	79 2 6
Perth and Coupar Angus - - -	- - -	743 12 6	840 0 0	- - -	- - -	- - -	840 0 0
Perth and Crieff - - - -	- - -	67 12 2	1,048 2 7	- - -	16 1 9	- - -	1,064 4 4
Perth and Dunkeld - - - -	161 19 10	- - -	694 13 6	- - -	10 0 0	- - -	704 13 6
Perth and Kinclaven - - - -	665 0 11	- - -	590 15 0	- - -	15 9 8	- - -	606 4 8
Strathbraan - - - -	61 11 7	- - -	153 3 0	- - -	1 9 3	- - -	154 12 3
Strathtay - - - -	26 8 1	- - -	132 10 0	- - -	0 18 4	- - -	133 8 4
Taybridge - - - -	244 0 10	- - -	516 10 0	- - -	3 5 6	- - -	519 15 6
Tummell Bridge - - - -	408 17 0	- - -	499 10 0	- - -	12 4 3	- - -	511 14 3
£	6,639 3 2	2,468 4 2	14,454 13 3	- - -	521 14 3	1,000 0 0	15,976 7 6
COUNTY OF RENFREW.							
Barnsford - - - -	- - -	221 17 0	400 0 0	- - -	(h) 50 17 10	- - -	450 17 10
Glasgow and Kilmarnock - - -	- - -	1,164 3 10	1,347 14 2	- - -	(i) 1,040 3 10	- - -	2,388 0 0
Gorbals and Kilbride - - - -	- - -	2,188 19 8	7,998 8 8	- - -	283 2 4	- - -	8,281 10 8
Johnstone and Barrochan Mill -	- - -	786 17 4	1,132 0 0	- - -	(j) 500 0 0	- - -	1,632 0 0
Kelly Roads - - - -	5 5 8	- - -	1,364 8 10	- - -	- - -	521 15 6	1,886 4 4
Paisley and Clerksbridge - - -	- - -	536 16 0	1,929 0 0	- - -	635 7 0	- - -	2,564 7 0
Paisley and Renfrew - - - -	- - -	75 6 8	205 0 0	- - -	- - -	- - -	205 0 0
Renfrew and Greenock - - - -	743 4 4	- - -	1,008 0 0	- - -	19 7 3	- - -	1,027 7 3
£	748 10 0	4,974 0 1	15,384 11 4	- - -	2,522 0 3	521 15 6	18,435 7 1
COUNTY OF ROSS.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF ROXBURGH.							
Drygrange Pontage - - - -	217 8 0	- - -	278 18 6	- - -	- - -	- - -	278 18 6
Great Road - - - -	125 12 0	- - -	167 13 0	- - -	2 11 0	- - -	170 4 0
Haremsse and Scotadyke, East District - - - -	1,049 5 3	- - -	612 0 0	- - -	46 12 2	- - -	658 12 2
Jedburgh, 1st Assignment - - -	- - -	682 12 7	1,277 7 8	- - -	25 2 6	- - -	1,302 10 2
" 2nd Assignment - - - -	- - -	141 3 0	1,153 9 0	- - -	1 14 6	- - -	1,155 3 6
Kelso Bridge - - - -	1,314 10 1	- - -	- - -	- - -	49 10 11	- - -	49 10 11
Kelso Union, North Branch - - -	202 13 1	- - -	356 16 8	- - -	4 9 5	- - -	361 6 1
" South Branch - - - -	44 5 10	- - -	104 19 10	- - -	1 0 3	- - -	106 0 1
" West Branch - - - -	446 5 9	- - -	192 0 0	- - -	9 3 4	- - -	201 3 4
Lauder and Kelso - - - -	1,244 19 4	- - -	1,083 7 0	- - -	- - -	- - -	1,083 7 0
Liddesdale - - - -	142 17 7	- - -	857 0 0	- - -	8 3 5	- - -	865 3 5
Selkirk and St. Boswells - - -	- - -	14 15 10	60 0 0	- - -	- - -	- - -	60 0 0
£	4,787 16 11	838 11 5	6,143 11 8	- - -	148 7 6	- - -	6,291 19 2

(a) Including carriage. (b) Including materials, &c. (c) Including materials. (d) From Railway.
(h) Including 50*l.* loan from Paisley and Renfrew Road. (i) Including 1,037*l.* 5*s.* 10*d.* from Gorbals and Kilbride Road.

EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Treasurer.	Clerk.	Surveyor.	£ s. d.
291 16 5	- - -	(a) 564 16 4	- - -	- - -	- - -	- - -	30 0 0	83 0 0	11 15 10
(b) 88 19 3	- - -	- - -	- - -	- - -	1 7 0	- - -	12 2 0	20 0 0	- - -
100 9 10	15 17 1	- - -	- - -	3 15 6	4 4 2	- - -	6 6 0	- - -	2 15 1
47 16 3	10 17 2	- - -	- - -	- - -	1 17 9	- - -	6 6 0	- - -	3 2 7
(c) 374 17 0	94 11 6	- - -	- - -	- - -	19 17 1	- - -	20 0 0	75 0 0	- - -
(b) 531 7 10	- - -	- - -	- - -	7 0 6	0 6 6	- - -	50 0 0	68 0 0	- - -
(b) 60 12 11	- - -	- - -	- - -	- - -	1 0 5	- - -	8 0 0	2 10 0	- - -
(b) 230 7 2	- - -	- - -	- - -	- - -	4 16 6	- - -	27 2 0	30 0 0	- - -
(c) 250 3 7	152 10 3	- - -	- - -	- - -	2 7 9	- - -	19 19 0	25 0 0	- - -
417 16 4	- - -	- - -	- - -	49 6 4	- - -	15 0 0	10 0 0	17 10 0	105 1 9
196 9 1	- - -	(a) 414 17 7	- - -	- - -	- - -	- - -	20 0 0	40 0 0	8 1 1
45 5 5	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0	- - -
(b) 203 5 0	- - -	- - -	- - -	1 7 6	6 2 3	- - -	22 2 0	35 0 0	- - -
(b) 76 6 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
(b) 60 17 11	- - -	- - -	- - -	3 0 0	0 13 5	- - -	6 1 0	5 0 0	- - -
(b) 343 16 6	- - -	- - -	- - -	3 0 0	9 12 11	- - -	27 1 0	26 1 0	- - -
(b) 346 7 1	- - -	- - -	- - -	- - -	0 15 0	- - -	- - -	- - -	- - -
105 2 4	70 8 2	8 1 0	- - -	3 0 0	4 15 0	5 5 0	- - -	20 0 0	7 5 9
- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	- - -	- - -	- - -
29 11 5	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	4 4 0	- - -
(b) 286 18 4	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	35 0 0	39 2 9
289 10 0	56 5 8	- - -	- - -	10 16 0	9 17 6	- - -	27 2 0	75 0 0	- - -
(b) 456 0 8	- - -	- - -	- - -	- - -	- - -	- - -	40 0 0	93 15 0	- - -
(b) 153 0 0	- - -	- - -	- - -	- - -	- - -	15 15 0	- - -	34 4 0	- - -
(b) 73 10 1	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 16 5
101 12 8	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	5 0 0	1 15 1
(g) 231 0 0	- - -	- - -	- - -	- - -	6 17 5	- - -	20 0 0	34 18 0	- - -
(g) 252 0 0	- - -	- - -	- - -	- - -	14 12 9	- - -	15 0 0	25 0 0	6 12 8
5,644 19 4	400 9 10	987 14 11	- - -	81 5 10	89 3 3	48 15 0	405 11 0	769 2 0	188 9 0
113 4 2	- - -	(a) 136 3 8	- - -	1 0 7	22 5 11	- - -	10 0 0	7 12 4	11 10 0
405 15 1	- - -	(a) 609 4 10	- - -	1 5 0	9 11 7	- - -	- - -	16 0 0	143 15 8
1,664 5 7	- - -	(k) 3,912 10 3	- - -	6 5 8	199 14 11	- - -	150 0 0	76 3 10	- - -
238 9 10	- - -	(a) 320 4 10	- - -	1 15 0	48 0 0	- - -	25 0 0	22 17 4	33 4 0
340 16 9	228 0 9	218 17 9	- - -	9 10 0	91 4 9	- - -	- - -	10 0 0	6 6 6
330 5 1	- - -	(a) 1,115 3 9	- - -	6 10 6	52 10 9	- - -	150 0 0	45 14 2	6 16 9
49 17 8	- - -	(a) 44 1 6	- - -	1 0 0	0 8 4	- - -	10 0 0	7 12 4	1 17 9
375 6 2	- - -	(a) 178 5 7	- - -	7 12 6	31 1 5	- - -	52 10 0	24 0 0	- - -
3,538 0 4	228 0 9	6,534 12 2	- - -	34 19 3	454 17 8	- - -	397 10 0	210 0 0	203 10 8
(b) 95 15 0	- - -	- - -	- - -	- - -	10 15 0	- - -	7 0 0	15 0 0	- - -
166 16 4	- - -	(a) 271 6 6	- - -	0 12 6	51 10 4	- - -	30 0 0	40 0 0	- - -
(b) 850 8 4	- - -	- - -	- - -	- - -	- - -	- - -	27 10 0	80 0 0	34 14 1
(b) 789 2 7	- - -	- - -	- - -	- - -	- - -	- - -	47 10 0	160 0 0	- - -
19 18 3	- - -	- - -	- - -	- - -	2 10 10	- - -	3 3 0	4 0 0	- - -
(b) 224 18 8	- - -	- - -	- - -	- - -	28 7 9	- - -	10 0 0	35 0 0	- - -
(b) 60 15 4	- - -	- - -	- - -	- - -	2 7 5	- - -	5 0 0	10 0 0	- - -
(b) 50 8 9	- - -	- - -	- - -	- - -	47 3 4	- - -	10 0 0	17 10 0	- - -
(b) 361 3 6	- - -	- - -	- - -	1 12 6	23 5 4	31 10 0	10 0 0	50 0 0	16 19 11
115 7 8	- - -	(a) 375 3 6	- - -	- - -	101 13 2	- - -	10 0 0	20 0 0	- - -
23 16 6	- - -	- - -	- - -	- - -	- - -	- - -	3 0 0	2 10 0	3 10 6
2,758 10 11	- - -	646 10 0	- - -	2 5 0	267 13 2	31 10 0	163 3 0	434 0 0	55 4 6

(e) From other Roads.

(f) Including 148l. 13s. 3d. for toll-house sold.

(g) Contract work.

(k) Including carriage and payment to the city of Glasgow.

(l) From Paisley and Clerksbridge Road.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF PERTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Athole - - - - -	400 2 9	- - -	468 6 2	- - -	- - -	45 19 11	1,895 17 5
Auchterarder - - - - -	1 1 6	- - -	- - -	- - -	- - -	19 10 2	142 19 11
Blairgowrie and Bridge of Cally -	228 19 8	- - -	- - -	- - -	- - -	13 13 0	376 0 4
Blairgowrie and Coupar Angus -	101 12 7	- - -	- - -	- - -	- - -	8 10 5	180 2 9
Carse of Gowrie - - - - -	55 17 6	- - -	- - -	- - -	- - -	24 7 5	664 10 6
Crieff and Longcausewayhead - -	23 7 10	- - -	- - -	- - -	- - -	56 9 2	736 11 10
Dalpatrick - - - - -	51 9 1	- - -	- - -	- - -	- - -	8 5 9	131 18 2
Dalreoch - - - - -	86 19 10	- - -	- - -	- - -	- - -	19 7 11	398 13 5
Drip and Frew and Netherton, United - - - - -	24 19 5	- - -	- - -	- - -	- - -	21 1 4	496 1 4
Dunblane, Doune, and Callander -	327 19 11	- - -	- - -	- - -	1,920 0 0	53 11 11	2,916 6 3
Dunkeld to Aberfeldy and Kenmore	328 7 9	- - -	37 7 4	- - -	- - -	18 9 7	1,063 12 5
Dunning - - - - -	- - -	- - -	- - -	- - -	- - -	5 3 4	70 8 9
Glencables - - - - -	152 12 3	- - -	- - -	- - -	- - -	24 5 9	444 14 9
Glenfalloch - - - - -	60 10 7	- - -	- - -	- - -	- - -	5 3 8	142 0 6
Glenlichorn - - - - -	12 15 5	- - -	- - -	- - -	- - -	6 9 10	94 17 7
Lochearn - - - - -	250 3 9	- - -	- - -	- - -	- - -	(d) 64 1 2	723 16 4
Lochtayside and Glendochart - -	473 0 9	- - -	- - -	- - -	- - -	20 16 10	840 19 8
Monteith - - - - -	29 14 0	- - -	- - -	- - -	- - -	4 14 3	258 5 6
New Bridge of Earn - - - - -	- - -	- - -	- - -	- - -	- - -	0 4 11	5 9 11
Perth Bridge - - - - -	2 8 2	- - -	- - -	- - -	- - -	1 6 2	43 9 9
Perth and Coupar Angus - - - -	278 9 1	- - -	- - -	- - -	- - -	17 2 1	677 12 3
Perth and Crieff - - - - -	367 4 7	- - -	- - -	- - -	150 0 0	58 16 10	1,044 12 7
Perth and Dunkeld - - - - -	89 12 7	- - -	- - -	- - -	160 0 9	11 16 8	831 5 8
Perth and Kinclaven - - - - -	3 17 9	- - -	- - -	- - -	- - -	19 14 2	226 10 11
Strathbraan - - - - -	85 12 0	- - -	- - -	- - -	- - -	8 15 7	180 14 1
Strathtay - - - - -	38 19 0	- - -	- - -	- - -	- - -	4 19 4	157 6 1
Taybridge - - - - -	279 9 5	- - -	- - -	- - -	- - -	31 8 5	603 13 3
Tummell Bridge - - - - -	207 3 7	- - -	- - -	- - -	- - -	20 7 9	540 16 9
£	3,962 10 9	- - -	505 13 6	- - -	2,230 0 9	594 13 4	15,908 8 8
COUNTY OF RENFREW.							
Barnsford - - - - -	197 12 10	- - -	- - -	- - -	- - -	14 17 2	514 6 8
Glasgow and Kilmarnock - - - -	86 15 8	- - -	- - -	- - -	(h) 488 19 3	210 19 7	1,972 6 8
Gorbals and Kilbride - - - - -	1,206 13 8	- - -	- - -	- - -	266 11 1	(m) 1,171 1 3	8,633 6 3
Johnstone and Barrochan Mill -	525 4 7	- - -	- - -	- - -	- - -	26 4 4	1,260 19 11
Kelly Roads - - - - -	648 5 6	- - -	406 7 6	- - -	- - -	31 6 7	1,890 16 1
Paisley and Clerksbridge - - - -	124 9 11	- - -	- - -	- - -	- - -	(p) 576 19 6	2,608 10 3
Paisley and Renfrew - - - - -	- - -	- - -	- - -	- - -	- - -	(r) 62 16 11	177 14 6
Renfrew and Greenock - - - - -	712 19 9	- - -	- - -	- - -	- - -	41 0 7	1,322 16 0
£	3,502 1 11	- - -	406 7 6	- - -	755 10 4	2,135 5 11	16,400 16 6
COUNTY OF ROSS.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF ROXBURGH.							
Drygrange Pontage - - - - -	42 8 0	- - -	- - -	- - -	301 10 0	1 15 7	345 13 7
Great Road - - - - -	- - -	- - -	- - -	- - -	- - -	10 4 3	138 14 3
Haremoes and Scotsdyke, East District - - - - -	- - -	- - -	220 0 0	- - -	- - -	24 14 6	805 0 2
Jedburgh, 1st Assignment - - - -	550 10 1	- - -	- - -	- - -	- - -	39 17 6	1,583 0 0
" 2nd Assignment - - - - -	- - -	- - -	- - -	- - -	- - -	38 8 3	1,035 0 10
Kelso Bridge - - - - -	- - -	- - -	- - -	- - -	- - -	17 1 8	46 13 9
Kelso Union, North Branch - - - -	180 0 0	- - -	- - -	- - -	- - -	12 16 8	491 3 1
" South Branch - - - - -	12 5 1	- - -	- - -	- - -	20 0 0	9 8 6	119 16 4
" West Branch - - - - -	117 16 10	- - -	- - -	- - -	- - -	13 0 10	255 19 9
Lauder and Kelso - - - - -	42 2 1	- - -	- - -	- - -	2,400 0 0	36 16 7	2,973 9 11
Liddesdale - - - - -	- - -	- - -	25 9 9	- - -	- - -	28 17 7	676 11 8
Selkirk and St. Boswells - - - -	0 8 7	- - -	- - -	- - -	- - -	4 9 5	37 15 0
£	945 10 8	- - -	245 9 9	- - -	2,721 10 0	237 11 4	8,508 18 4

(Continued from page 27.)

(a) Including 1,000l. postponed debt. (b) No interest paid on 9,100l. (c) Including 566l. 17s. 2d. at 4 per cent.
(g) Including interest accumulated. (h) Including 984l. at 3½ per cent. (i) Including 1,080l. due to other roads.
(m) Including 1,037l. 5s. 10d. to the Glasgow and Kilmarnock Trust. (n) Including 1,645l. 8s. 8d. due to Glasgow and Kilmarnock Trust.
(p) Due from other roads. (r) Including 50l. to Barnsford Road.
(x) Half the free rents payable on 11,364l. 18s. 8d.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
9,500 0 0	4	-	-	1,056 10 6	10,556 10 6	-	-	44 6 2	-	44 6 2
4,380 5 10	5	-	5,135 12 11	30 17 1	9,546 15 10	-	-	134 10 2	-	134 10 2
3,950 0 0	4	-	-	-	5,950 0 0	31 3 11	-	-	49 19 1	81 3 0
3,544 10 0	4	-	101 12 7	-	3,646 2 7	-	-	-	140 17 7	140 17 7
10,500 0 0	(b) 4	-	(b)	-	10,500 0 0	-	-	100 0 0	199 11 11	299 11 11
600 0 0	4	-	-	-	600 0 0	18 0 0	-	-	409 19 7	427 19 7
1,718 6 2	3½ to 5	-	731 4 6	170 1 8	2,619 12 4	-	-	59 11 9	-	59 11 9
12,457 5 6	5	-	7,459 8 5	-	19,916 13 11	-	-	159 8 10	133 17 7	293 6 5
630 0 0	4	-	-	-	650 0 0	51 0 0	-	-	347 17 5	398 17 5
9,480 0 0	4	-	-	-	9,480 0 0	7 0 0	-	-	255 1 3	262 1 3
2,075 0 0	5	-	3,300 0 0	-	10,375 0 0	-	-	-	210 1 0	210 1 0
9,047 6 2	5	-	13,569 6 6	-	22,616 12 8	-	-	22 7 11	117 10 2	139 18 1
42,106 0 9	5	-	25,467 5 2	-	67,573 5 11	-	-	242 4 6	-	242 4 6
4,280 0 0	3½ & 4	-	4,310 12 10	-	8,590 12 10	-	-	-	10 16 3	10 16 3
3,543 14 0	5	-	13,997 16 5	223 3 11	19,764 14 4	-	-	60 12 5	-	60 12 5
13,493 18 9	5	-	15,640 17 8	-	29,134 16 5	-	-	13 17 6	243 8 10	257 6 4
12,315 0 0	3½ & 4	-	-	389 16 11	12,604 16 11	-	-	-	-	-
2,939 11 0	4 & 4½	-	438 19 1	-	3,428 10 1	-	-	-	201 10 6	201 10 6
-	-	-	-	-	-	-	-	-	2,790 18 6	2,790 18 6
-	-	-	-	30 16 7	30 16 7	-	-	(e) 1,873 3 3	-	1,873 3 3
9,940 0 0	4 & 4½	-	(f) 592 4 0	581 4 9	11,113 8 9	-	-	-	-	-
9,906 4 10	3½ & 4	-	214 6 11	48 0 5	10,168 12 2	-	-	-	-	-
2,218 6 2	4 & 5	-	-	-	2,218 6 2	-	-	57 0 0	15 7 8	72 7 8
10,076 13 3	4½	-	(g) 41,804 12 4	-	51,881 5 7	16 5 0	-	-	1,044 14 8	1,060 19 8
5,873 2 11	5	-	4,740 0 0	-	10,613 2 11	-	-	-	35 9 9	35 9 9
1,500 0 0	5	-	339 0 0	-	1,639 0 0	5 0 0	-	-	2 10 4	7 10 4
13,208 19 2	5	-	6,622 19 6	-	19,831 18 8	25 0 0	-	21 3 9	160 3 1	206 6 10
6,391 8 10	5	-	1,660 7 9	-	8,051 16 7	15 0 0	-	89 0 0	379 14 6	483 14 6
24,445 13 4	-	-	146,126 6 7	2,530 11 10	363,102 11 9	168 10 11	-	2,877 6 3	6,749 9 8	9,795 6 10
4,000 0 0	4½ to 5	(i) 1,094 18 6	-	285 5 10	5,380 4 4	-	-	-	-	-
34,568 8 11	4 to 5	(m) 3,480 15 10	7,346 16 0	2,560 14 10	48,226 15 7	-	-	(l) 1,645 8 8	-	1,645 8 8
11,000 0 0	4½ & 4¾	(o) 6,433 15 7	-	415 17 3	17,849 12 10	-	-	1,421 10 5	-	1,421 10 5
13,034 15 11	4½	-	-	-	15,034 15 11	672 4 4	-	308 14 11	-	308 14 11
3,290 0 0	4 to 5	363 0 0	1,090 2 8	580 19 5	5,364 2 1	(p) 7,000 0 0	-	Q 13 11	-	672 18 3
570 0 0	4	6 1 7	391 12 0	48 1 2	1,115 14 9	-	-	261 6 6	-	7,261 6 6
31,937 13 0	(n) 5	-	(m)	-	51,937 13 0	-	-	(s) 480 0 0	-	480 0 0
-	-	-	-	-	-	-	-	1,489 17 9	447 15 7	1,937 13 4
30,740 17 10	-	11,350 14 3	8,828 10 8	4,639 9 0	145,559 11 9	672 4 4	7,000 0 0	5,606 18 3	448 9 6	13,727 12 1
347 19 4	4	-	-	-	347 19 4	-	-	-	150 12 11	150 12 11
-	-	-	-	-	-	22 7 0	-	-	157 1 9	179 8 9
2,469 0 0	5	-	32,317 16 8	-	39,786 16 8	-	-	-	902 17 3	902 17 3
30,264 18 8	(x) 4	-	126 16 4	963 2 5	21,354 17 5	8 15 0	-	-	-	8 15 0
-	-	-	-	21 0 4	21 0 4	24 4 2	-	-	-	24 4 2
2,000 0 0	5	-	5,460 0 0	-	8,460 0 0	-	-	-	1,317 7 3	1,317 7 3
3,079 13 4	5	-	(y) 710 1 3	-	3,789 14 7	-	-	-	72 16 1	72 16 1
2,550 0 0	5	-	2,239 0 0	-	4,789 0 0	-	-	-	30 9 7	30 9 7
-	-	-	-	645 3 7	645 3 7	7 13 0	-	-	391 9 4	391 9 4
3,000 0 0	5	-	14,382 5 10	-	19,382 5 10	216 10 0	-	-	-	7 13 0
-	-	-	-	-	-	-	-	-	331 9 4	547 19 4
-	-	-	-	-	-	-	-	11 16 0	7 9 2	19 5 2
42,211 11 4	-	-	55,236 0 1	1,629 6 4	99,076 17 9	279 9 2	-	11 16 0	3,361 12 8	3,652 17 10

(d) Including 30*l.* towards Glenlithorn Road.

(e) Lent at interest.

(f) Interest on part of debt postponed.

(A) Floating debt.

(l) Due from Gorbals and Kilbride Road.

(o) Including 6,400*l.* due to Paisley and Clerksbridge Road.(p) Including 500*l.* to Johnstone Trust.

1. NAMES OF TRUSTS.	2. Balance in Treasurers' Hands on last Account.	3. Balance due to the Treasurers on last Account.	INCOME.				
			4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.	8. TOTAL INCOME.
COUNTY OF SELKIRK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ettrick - - - - -	88 4 0	- - -	37 3 6	- - -	1 10 2	- - -	38 13 8
Selkirkshire - - - - -	- - -	101 12 2	455 4 1	- - -	(a) 278 7 2	- - -	733 11 3
Tweed and Ettrick Bridges (b) - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	88 4 0	101 12 2	492 7 7	- - -	279 17 4	- - -	772 4 11
COUNTY OF STIRLING.							
Crossmuirhead to Higginsneuck Ferry - - - - -	124 8 4	- - -	12 13 1	- - -	12 16 9	- - -	25 9 10
Denny to Fintry Branch - - -	409 14 7	- - -	133 0 2	- - -	8 5 9	- - -	141 5 11
Kerse Road and Bridge - - -	- - -	153 10 7	366 0 0	- - -	- - -	- - -	366 0 0
Linlithgow Bridge to Stirling, &c. -	1,795 1 7	- - -	2,466 0 0	- - -	29 2 0	- - -	2,495 2 0
Redrow to Peathill - - -	27 14 6	- - -	456 10 0	- - -	3 17 7	- - -	460 7 7
Stirling to Drymen Bridge - - -	155 9 5	- - -	606 19 0	- - -	7 13 2	500 0 0	1,114 12 2
West Stirlingshire, First District -	- - -	879 12 7	915 0 0	- - -	214 18 10	700 0 0	1,829 18 10
" " Second District - - -	1,275 16 3	- - -	2,985 0 0	- - -	200 0 0	- - -	3,185 0 0
" " Third District - - -	510 6 5	- - -	800 0 0	- - -	37 10 0	- - -	837 10 0
£	4,298 11 1	1,033 3 2	8,741 2 3	- - -	514 4 1	1,200 0 0	10,455 6 4
COUNTY OF SUTHERLAND.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF WIGTOWN.							
Wigtown Bridges - - - - -	1,257 16 5	- - -	- - -	- - -	(d) 189 13 5	- - -	189 13 5
Wigtown Roads - - - - -	- - -	263 7 3	674 16 0	- - -	57 13 7	- - -	732 9 7
£	1,257 16 5	263 7 3	674 16 0	- - -	247 7 0	- - -	922 3 0

(a) Including 55*l.* 9*s.* 9*d.* balance of Tweed and Ettrick bridges account.

(c) Including materials, &c.

EXPENDITURE.									
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
-	-	-	-	-	16 1 0	-	5 0 0	-	-
215 8 4	20 5 0	7 7 6	-	-	37 17 9	-	40 0 0	46 12 9	-
-	-	-	-	-	-	-	-	-	-
215 8 4	20 5 0	7 7 6	-	-	53 18 9	-	45 0 0	46 12 9	-
18 14 3	-	-	-	-	-	-	5 0 0	2 10 0	-
114 4 1	3 12 6	-	-	-	25 10 8	-	15 0 0	10 0 0	-
90 5 0	7 2 0	34 5 0	-	-	10 7 0	-	21 0 0	15 0 0	-
(d) 1,187 7 8	-	-	-	-	-	-	100 0 0	130 0 0	-
(e) 218 15 5	-	-	-	-	-	-	10 0 0	15 0 0	-
237 11 8	81 2 6	1 1 8	-	-	12 8 2	-	30 0 0	50 0 0	4 6 0
(e) 784 16 0	-	-	-	-	-	-	19 9 4	29 4 0	-
(d) 1,148 16 2	-	-	-	12 10 0	-	-	63 10 2	95 5 4	-
(e) 447 15 0	-	-	-	-	-	-	17 0 6	25 10 8	-
4,248 5 3	91 17 0	35 6 8	-	12 10 0	46 5 10	-	281 0 0	372 10 0	4 6 0
-	-	-	-	-	3 15 11	-	-	-	-
238 2 8	104 1 2	238 17 6	-	-	23 3 0	18 6 6	30 0 0	95 0 0	-
-	-	-	-	-	-	-	-	-	-
238 2 8	104 1 2	238 17 6	-	-	26 18 11	18 6 6	30 0 0	95 0 0	-

(b) Trust ceased at Whitsunday 1859, the funds transferred to the general trust.
(d) Including 164l. 8s. assessments.

(Continued on page 32.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. TOTAL EXPENDITURE.
COUNTY OF SELKIRK.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ettrick - - - - -	21 10 10	- - -	- - -	- - -	- - -	3 7 11	45 19 9
Selkirkshire - - - - -	- - -	13 10 0	82 5 1	- - -	(a) 41 17 7	20 10 11	525 14 11
Tweed and Ettrick Bridges (b) - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	21 10 10	13 10 0	82 5 1	- - -	41 17 7	23 18 10	571 14 8
COUNTY OF STIRLING.							
Crossmuirhead to Higginsneuck Ferry - - - - -	- - -	- - -	- - -	- - -	- - -	0 3 7	26 7 10
Denny to Fintry Branch - - - - -	- - -	- - -	- - -	- - -	- - -	9 0 11	177 8 2
Kerse Road and Bridge - - - - -	138 0 0	- - -	12 15 0	- - -	- - -	4 3 6	332 17 6
Linlithgow Bridge to Stirling, &c. - - - - -	902 18 6	- - -	- - -	- - -	1,100 0 0	214 19 11	3,635 6 1
Redrow to Peathill - - - - -	221 1 5	- - -	- - -	- - -	- - -	11 1 6	475 18 4
Stirling to Drymen Bridge - - - - -	170 18 1	- - -	- - -	- - -	500 0 0	2 14 8	1,090 2 9
West Stirlingshire, First District - - - - -	238 11 8	- - -	- - -	- - -	- - -	49 7 4	1,121 8 4
" " Second District - - - - -	278 3 2	- - -	- - -	- - -	1,200 0 0	(A) 421 7 7	3,219 12 5
" " Third District - - - - -	30 19 4	- - -	- - -	- - -	340 0 0	(i) 372 2 6	1,233 8 0
£	1,980 12 2	- - -	12 15 0	- - -	3,140 0 0	1,085 1 6	11,312 9 5
COUNTY OF SUTHERLAND.							
. Highland Roads and Bridges (see INVERNESS).							
COUNTY OF WIGTOWN.							
Wigtown Bridges - - - - -	- - -	- - -	20 0 0	- - -	- - -	- - -	23 15 11
Wigtown Roads - - - - -	13 0 6	- - -	9 5 10	- - -	- - -	36 14 10	806 12 0
£	13 0 6	- - -	29 5 10	- - -	- - -	36 14 10	830 7 11

(Continued from page 31.)

(a) On account of Tweed and Ettrick Bridges Debt. (b) Trust ceased at Whitsunday 1859, the funds transferred to the General Trust.
(f) Including 700*l.* lent by other districts. (g) No interest paid upon 4,500*l.* postponed debt.

DEBTS.						ARREARS OF INCOME.				
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands, on this Account.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
550 0 0	4	- - -	- - -	- - -	550 0 0	- - -	- - -	5 0 0	80 17 11	85 17 11
433 6 8	none	- - -	- - -	- - -	433 6 8	- - -	- - -	- - -	106 4 2	106 4 2
983 6 8	- - -	- - -	- - -	- - -	983 6 8	- - -	- - -	5 0 0	187 2 1	192 2 1
3,626 10 8	(c) - - -	- - -	- - -	- - -	3,626 10 8	11 19 10	- - -	- - -	123 10 4	123 10 4
16,827 8 1	4 & 5 - - -	- - -	7,857 0 0	120 8 1	16,827 8 1	- - -	- - -	- - -	373 12 4	385 12 2
22,487 10 0	4 - - -	- - -	- - -	- - -	22,487 10 0	- - -	- - -	- - -	654 17 6	654 17 6
12,937 0 4	(e) - - -	- - -	(e) - - -	- - -	12,937 0 4	- - -	- - -	- - -	12 3 9	12 3 9
14,804 0 0	4 & 5 - - -	- - -	24,817 1 3	- - -	39,621 1 3	- - -	- - -	- - -	179 18 10	179 18 10
11,078 14 9	4 - - -	- - -	(g) - - -	171 2 1	11,249 16 10	- - -	- - -	- - -	- - -	- - -
6,200 0 0	4 & 5 - - -	- - -	- - -	- - -	6,200 0 0	- - -	350 0 0	- - -	1,241 3 10	1,591 3 10
700 0 0	4 & 5 - - -	- - -	- - -	- - -	700 0 0	- - -	(h) 350 0 0	- - -	114 8 5	464 8 5
80,583 15 9	- - -	- - -	32,674 1 3	291 10 2	113,649 7 2	11 19 10	700 0 0	- - -	2,699 15 0	3,411 14 10
- - -	- - -	- - -	- - -	- - -	- - -	- - -	8 0 1	- - -	1,423 13 11	1,431 14 0
- - -	- - -	- - -	- - -	337 9 8	337 9 8	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	337 9 8	337 9 8	- - -	8 0 1	- - -	1,423 13 11	1,431 14 0

(c) Uncertain. Interest paid according to income.

(d) Interest on 2,000*l.* postponed.

(e) Uncertain.

(h) Including 350*l.* lent to the First District.

(i) Including 350*l.* to First District.

(k) Lent to First District.

LONDON :
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HIGHWAYS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

**Highways of the several Parishes,
Townships, &c.**

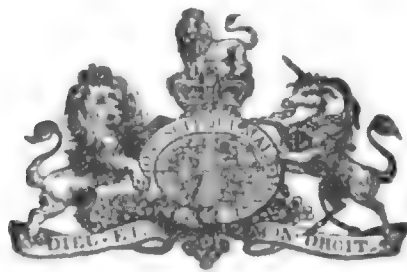
IN

ENGLAND AND WALES,

FOR THE YEAR ENDING 25TH MARCH 1860.

Pursuant to the Act 12 & 13 Vict. Cap. 35.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,

PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1862.

[3046]

LIST OF COUNTIES.

ENGLAND.

	Page		Page
BEDFORD	- 2, 3	LINCOLN	- 16, 17
BERKS	- ib.	MIDDLESEX	- ib.
BUCKS	- ib.	MONMOUTH	- 18, 19
CAMBRIDGE	- 4, 5	NORFOLK	- ib.
CHESTER	- ib.	NORTHAMPTON	- 20, 21
CORNWALL	- ib.	NORTHUMBERLAND	- ib.
CUMBERLAND	- 6, 7	NOTTINGHAM	- ib.
DERBY	- ib.	OXFORD	- 22, 23
DEVON	- ib.	RUTLAND	- ib.
DORSET	- 8, 9	SALOP	- ib.
DURHAM	- ib.	SOMERSET	- 24, 25
ESSEX	- ib.	STAFFORD	- ib.
GLOUCESTER	- 10, 11	SUFFOLK	- 26, 27
HANTS	- ib.	SURREY	- ib.
HEREFORD	- 12, 13	SUSSEX	- 28, 29
HERTFORD	- ib.	WARWICK	- ib.
HUNTINGDON	- ib.	WESTMORELAND	- ib.
KENT	- 14, 15	WILTS	- 30, 31
LANCASTER	- ib.	WORCESTER	- ib.
LEICESTER	- ib.	YORK	- 32, 33

WALES.

NORTH WALES.		SOUTH WALES.	
ANGLESEY	- 34, 35	BRECON	- 38, 39
CARNARVON	- ib.	CARDIGAN	- ib.
DENBIGH	- ib.	CARMARTHEN	- ib.
FLINT	- 36, 37	GLAMORGAN	- 40, 41
MERIONETH	- ib.	PEMBROKE	- ib.
MONTGOMERY	- ib.	RADNOR	- ib.

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					BALANCE, 25th March 1860.		NAMES OF COUNTIES.
County.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	
d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	ENGLAND.
5	- - -	150 6 5	540 10 9	13,896 10 6	1,668 8 8	675 7 11	BEDFORDSHIRE.
1	32 7 8	118 4 6	1,899 18 1	19,751 5 9	2,922 8 5	757 4 5	BERKSHIRE.
10	- - -	559 16 1	663 8 4	17,711 11 6	2,936 1 0	540 15 8	BUCKINGHAMSHIRE.
3	1 17 0	423 5 3	1,015 15 11	28,190 18 3	2,693 5 0	1,368 11 10	CAMBRIDGESHIRE.
2	109 7 1	156 12 0	4,413 13 2	48,380 3 3	4,330 2 8	1,282 6 8	CHESHIRE.
10	57 11 6	1 19 6	1,335 16 3	28,050 1 8	2,361 12 10	782 10 1	CORNWALL.
5	51 5 3	135 8 0	469 18 0	13,674 6 8	2,070 19 1	446 11 0	CUMBERLAND.
11	173 11 9	1,193 4 1	1,809 3 8	25,753 8 7	3,289 12 8	652 14 8	DERBYSHIRE.
2	147 3 9	1,447 14 11	2,617 9 2	48,959 3 10	4,997 12 1	587 13 2	DEVONSHIRE.
2	43 16 2	174 3 10	1,769 3 5	16,707 6 6	1,944 4 6	1,214 13 10	DORSETSHIRE.
7	207 7 7	603 0 1	2,421 6 8	35,999 17 8	2,927 5 9	1,499 5 4	DURHAM.
10	8 14 10	20 17 2	1,983 17 0	32,897 3 9	5,375 10 4	1,618 14 3	ESSEX.
6	87 6 4	1,048 16 1	779 1 8	51,332 14 9	3,025 15 0	1,853 18 4	GLOUCESTERSHIRE.
5	13 14 7	187 4 1	10,012 7 11	39,589 10 3	4,313 14 0	636 7 9	HAMPSHIRE.
2	0 2 6	558 15 1	2,208 3 11	14,497 14 3	1,794 1 5	1,041 13 7	HEREFORDSHIRE.
4	9 7 0	18 3 11	1,181 15 7	15,759 2 4	1,626 10 6	1,047 4 2	HERTFORDSHIRE.
-	- - -	102 6 6	500 8 11	8,991 3 8	1,152 14 2	993 7 8	HUNTINGDONSHIRE.
4	11 4 0	1,136 4 7	10,345 12 6	79,152 4 5	12,685 9 10	1,793 18 10	KENT.
6	745 15 10	897 0 4	13,654 5 11	251,359 0 2	22,900 18 0	11,964 10 10	LANCASHIRE.
4	24 17 7	- - -	576 1 5	25,051 19 10	2,659 19 3	746 0 3	LEICESTERSHIRE.
2	177 10 10	1,734 0 5	6,101 2 11	112,507 10 4	10,635 17 7	3,793 10 1	LINCOLNSHIRE.
10	- - -	1 17 2	47,339 10 4	352,895 2 7	13,241 16 4	6,489 7 1	MIDDLESEX.
9	24 19 0	520 5 6	946 3 9	13,968 8 11	713 11 9	612 0 4	MONMOUTHSHIRE.
8	178 12 10	- - -	3,350 0 8	33,744 5 4	4,601 11 7	2,527 7 8	NORFOLK.
3	12 15 8	1,044 14 6	1,233 13 3	36,496 1 4	4,153 19 7	1,187 0 8	NORTHAMPTONSHIRE.
10	516 15 9	773 6 0	443 18 5	41,956 5 2	2,036 14 1	778 11 4	NORTHUMBERLAND.
2	9 7 6	498 10 5	1,354 12 8	32,256 7 8	2,852 14 1	1,203 5 6	NOTTINGHAMSHIRE.
11	89 17 3	814 10 6	1,859 13 10	24,741 16 10	2,707 11 1	893 2 5	OXFORDSHIRE.
7	7 11 2	- - -	166 5 8	4,193 14 4	355 14 9	175 9 10	RUTLANDSHIRE.
9	27 5 1	824 13 3	1,400 16 1	17,714 5 4	2,508 18 7	1,053 17 3	SHEREPESHIRE.
0	26 7 8	790 14 10	2,421 16 1	46,129 18 9	5,554 6 4	1,532 6 7	SOMERSETSHIRE.
10	163 10 1	328 7 11	5,693 7 5	48,141 12 7	4,987 7 9	1,841 8 1	STAFFORDSHIRE.
9	28 6 6	47 0 0	2,469 13 11	31,785 14 11	4,127 16 0	2,853 17 10	SUFFOLK.
10	37 9 3	157 18 8	10,249 11 2	105,747 7 1	6,288 7 9	1,527 17 1	SURREY.
5	155 11 11	466 17 8	2,609 3 7	37,986 16 10	5,669 6 0	625 16 1	SUSSEX.
7	36 1 6	631 9 11	4,144 0 2	57,855 7 9	3,008 3 6	2,325 3 6	WARWICKSHIRE.
6	5 10 0	1 18 0	121 10 4	3,887 14 11	1,017 14 7	212 4 0	WESTMORLAND.
3	133 3 3	552 14 2	1,775 13 5	25,068 13 7	3,897 7 11	1,087 14 4	WILTSHIRE.
8	0 3 6	421 3 6	1,986 14 7	21,750 10 1	2,624 0 6	1,342 13 1	WORCESTERSHIRE.
4	1,391 17 2	3,359 15 6	9,464 1 8	239,168 16 5	25,028 16 11	5,321 2 0	YORKSHIRE.
4	4,748 6 2	21,903 0 4	165,329 8 7	2,103,700 18 4	193,688 1 10	68,887 4 7	
NORTH WALES.							
1	48 3 0	- - -	143 4 8	2,461 9 1	415 16 7	91 14 8	ANGLESEY.
6	191 15 11	11 16 0	159 18 0	3,286 13 5	209 9 7	133 1 4	CARNARVONSHIRE.
1	41 8 3	3 0 0	225 11 8	6,488 3 11	553 0 2	268 7 3	DENBIGHSHIRE.
11	8 12 5	31 11 0	167 7 9	3,063 6 7	554 2 7	201 8 1	FLINTSHIRE.
7	10 17 7	- - -	37 8 11	511 8 0	43 8 0	23 0 4	MERIONETHSHIRE.
1	101 7 4	125 8 9	216 2 2	3,646 18 1	605 2 11	229 16 5	MONTGOMERYSHIRE.
SOUTH WALES.							
-	- - -	- - -	128 11 1	7,050 16 8	645 9 11	295 8 9	BRECONSHIRE.
-	- - -	- - -	112 13 5	3,409 4 3	292 14 9	264 7 10	CARDIGANSHIRE.
-	- - -	- - -	904 18 10	9,252 7 6	1,220 7 4	1,627 13 11	CARMARTHENSHIRE.
-	- - -	- - -	769 11 8	17,506 3 3	1,834 2 4	692 9 5	GLAMORGANSHIRE.
-	- - -	- - -	1,104 16 6	9,344 12 10	1,187 2 6	448 16 1	PENBROKESHIRE.
-	- - -	49 5 10	57 15 5	2,208 18 8	518 17 5	143 13 7	RADNORSHIRE.
3	402 4 6	221 1 7	4,027 0 1	68,230 2 4	7,879 14 1	4,419 17 8	
SUMMARY.							
4	4,748 6 2	21,903 0 4	165,329 8 7	2,103,700 18 4	193,688 1 10	68,887 4 7	ENGLAND, 40 Counties.
3	402 4 6	221 1 7	4,027 0 1	68,230 2 4	7,879 14 1	4,419 17 8	WALES, 12 "
7	5,150 10 8	22,124 1 11	169,356 8 8	2,171,931 0 8	201,567 15 11	73,307 2 3	TOTAL.

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E.					BALANCE, 25th March 1860.		NAMES OF COUNTIES.
or tes.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	
d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	ENGLAND.
5	- - -	150 6 5	208 13 10	10,271 5 10	1,668 8 8	627 4 11	BEDFORDSHIRE.
1	32 7 8	118 4 6	600 17 2	13,290 12 10	2,650 16 2	707 8 8	BERKSHIRE.
10	- - -	544 16 1	433 9 11	16,101 11 4	2,445 6 7	540 15 8	BUCKINGHAMSHIRE.
3	1 17 0	274 15 7	973 14 9	22,469 17 11	2,693 5 0	662 9 7	CAMBRIDGESHIRE.
2	109 7 1	156 12 0	1,489 11 5	31,270 11 8	3,142 12 4	1,282 5 5	CHESHIRE.
10	57 11 6	1 0 0	823 10 9	23,730 5 5	2,183 18 6	634 4 3	CORNWALL.
5	51 5 3	135 8 0	406 11 0	9,965 17 8	2,022 7 11	385 5 8	CUMBERLAND.
11	173 11 9	1,177 4 1	1,241 7 9	19,743 15 3	3,055 9 0	652 14 8	DERBYSHIRE.
2	147 3 9	937 1 7	1,334 8 4	30,160 18 1	4,241 8 6	517 15 3	DEVONSHIRE.
2	43 16 2	174 3 10	388 3 11	11,426 16 11	1,496 16 0	817 15 3	DORSETSHIRE.
7	207 7 7	507 1 3	612 14 2	19,005 10 4	2,787 0 8	605 12 4	DURHAM.
6	8 14 10	20 17 2	1,469 11 7	25,959 8 5	4,793 1 2	1,531 4 7	ESSEX.
6	87 6 4	1,048 16 1	652 13 5	26,867 3 9	3,013 14 8	1,814 18 3	GLOUCESTERSHIRE.
5	13 14 7	187 4 1	1,067 2 1	16,764 6 5	2,628 8 1	580 0 0	HAMPSHIRE.
2	0 2 6	558 15 1	291 10 3	11,469 16 6	1,752 13 5	1,010 0 7	HEREFORDSHIRE.
0	9 7 0	18 3 11	683 12 8	11,399 14 6	1,343 12 2	902 16 1	HERTFORDSHIRE.
-	- - -	102 6 6	374 18 10	8,247 1 2	1,002 12 9	977 0 7	HUNTINGDONSHIRE.
4	11 4 0	731 10 1	2,138 2 4	38,209 5 11	7,776 18 10	1,309 9 10	KENT.
2	745 15 10	897 0 4	3,431 17 10	63,817 17 7	2,090 3 4	2,814 14 0	LANCASHIRE.
4	24 17 7	- - -	562 3 9	21,066 0 3	2,659 19 3	678 4 9	LEICESTERSHIRE.
9	159 9 0	1,612 12 6	3,130 19 7	95,957 9 6	2,538 14 0	2,409 17 8	LINCOLNSHIRE.
10	- - -	1 17 2	460 1 7	9,046 5 4	1,572 16 4	53 18 5	MIDDLESEX.
9	24 19 0	520 5 6	443 12 5	10,283 19 3	713 11 9	587 13 10	MONMOUTHSHIRE.
8	178 12 10	- - -	865 8 4	22,451 2 10	4,423 16 7	1,524 9 7	NORFOLK.
3	12 15 8	972 19 6	818 14 6	29,689 13 7	4,035 4 1	1,057 12 4	NORTHAMPTONSHIRE.
10	516 15 9	722 3 2	369 16 5	17,281 4 9	1,971 9 3	442 14 6	NORTHUMBERLAND.
2	9 7 6	446 1 5	1,058 11 7	23,123 6 8	2,768 3 4	1,014 14 3	NOTTINGHAMSHIRE.
11	89 17 3	652 10 6	423 7 8	17,454 6 5	2,369 1 11	891 12 6	OXFORDSHIRE.
7	7 11 2	- - -	166 5 8	4,193 14 4	355 14 9	175 9 10	RUTLANDSHIRE.
9	27 5 1	726 8 3	423 9 10	12,948 10 1	2,296 12 5	965 6 8	SHROPSHIRE.
0	26 7 6	756 18 0	1,791 5 0	34,330 1 11	5,068 12 0	1,332 17 7	SOMERSETSHIRE.
10	163 10 1	327 5 0	767 3 4	22,034 6 5	3,203 12 6	687 4 0	STAFFORDSHIRE.
9	28 6 6	47 0 0	1,070 11 1	21,183 0 11	4,113 9 4	1,345 3 10	SUFFOLK.
10	37 9 3	157 18 8	1,727 5 3	19,695 6 4	3,162 6 8	356 13 6	SURREY.
5	155 11 11	447 13 5	747 10 7	24,317 8 11	4,659 3 1	613 8 1	SUSSEX.
7	36 1 6	566 9 11	810 7 6	18,724 18 7	2,926 0 5	546 11 1	WARWICKSHIRE.
6	5 10 0	1 18 0	121 2 10	3,220 11 2	822 4 0	56 6 1	WESTMORLAND.
3	133 3 3	552 14 2	1,464 16 2	22,176 0 0	3,697 0 1	1,078 18 0	WILTSHIRE.
8	0 3 6	401 3 5	857 2 5	14,029 10 2	2,288 17 0	1,107 0 8	WORCESTERSHIRE.
3	1,004 4 2	2,723 7 4	5,378 16 4	154,327 9 5	19,380 2 1	2,854 14 10	YORKSHIRE.
10	4,342 11 4	19,378 12 8	42,101 3 10	1,007,706 4 5	141,815 6 5	38,454 8 10	
1	48 3 0	- - -	141 8 1	2,172 6 4	300 2 5	88 16 3	NORTH WALES.
6	191 15 11	11 16 0	159 18 0	2,989 5 9	209 9 7	133 1 4	ANGLESEY.
1	41 8 3	3 0 0	225 0 2	5,345 2 3	543 11 6	267 3 0	CARNARVONSHIRE.
11	8 12 5	31 11 0	164 8 4	2,947 3 0	542 1 5	201 8 1	DENBIGHSHIRE.
7	10 17 7	- - -	36 17 3	459 6 9	31 2 3	23 0 4	FLINTSHIRE.
1	94 11 10	125 8 9	193 1 3	3,095 16 10	602 5 1	183 5 4	MERIONETHSHIRE.
-	- - -	- - -	128 11 1	6,676 5 10	645 9 11	295 8 9	MONTGOMERYSHIRE.
-	- - -	- - -	108 1 5	3,050 12 4	290 12 5	264 7 10	
-	- - -	- - -	416 0 9	6,663 8 5	1,220 7 4	679 13 8	SOUTH WALES.
-	- - -	- - -	577 17 9	10,278 16 9	1,834 2 4	692 9 5	BRECONSHIRE.
-	- - -	- - -	616 5 11	7,826 8 7	1,021 11 5	448 16 1	CARDIGANSHIRE.
-	- - -	49 5 10	57 15 5	2,139 5 4	318 17 5	141 16 1	CARMARTHENSHIRE.
3	395 9 0	221 1 7	2,825 5 5	53,643 18 2	7,559 13 1	3,419 6 2	GLAMORGANSHIRE.
10	4,342 11 4	19,378 12 8	42,101 3 10	1,007,706 4 5	141,815 6 5	38,454 8 10	PEMBROKESHIRE.
3	395 9 0	221 1 7	2,825 5 5	53,643 18 2	7,559 13 1	3,419 6 2	RADNORSHIRE.
1	4,738 0 4	19,599 14 3	44,926 9 3	1,061,350 2 7	149,374 19 6	41,873 15 0	
SUMMARY.							
ENGLAND, 40 Counties.							
WALES, 12 „							
TOTAL.							

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1 WALES, for the Year ending 25th March 1860.

				BALANCE, 25th March 1860.		NAMES OF COUNTIES.
Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	ENGLAND.
- - -	- - -	331 16 11	3,625 4 8	- - -	48 3 0	BEDFORDSHIRE.
- - -	- - -	1,299 0 11	6,460 12 11	271 12 3	49 15 4	BERKSHIRE.
- - -	15 0 0	229 18 5	1,610 0 2	490 14 5	- - -	BUCKINGHAMSHIRE.
- - -	148 9 8	42 1 2	5,721 0 4	- - -	706 2 3	CAMBRIDGESHIRE.
- - -	- - -	2,924 1 9	17,109 11 7	1,187 10 4	- - -	CHESHIRE.
- - -	0 19 6	512 5 6	4,319 16 3	177 14 4	148 5 10	CORNWALL.
- - -	- - -	63 7 0	3,708 9 0	48 11 2	61 5 4	CUMBERLAND.
- - -	16 0 0	567 15 11	6,009 13 4	234 3 8	- - -	DERBYSHIRE.
- - -	510 13 4	1,283 0 10	18,797 5 9	756 3 7	69 17 11	DEVONSHIRE.
- - -	- - -	1,380 19 10	5,280 9 7	447 8 6	396 18 7	DORSETSHIRE.
- - -	95 18 10	1,808 12 6	16,994 7 4	140 5 1	893 13 0	DURHAM.
- - -	- - -	514 5 5	6,937 15 4	582 9 2	87 9 8	ESSEX.
- - -	- - -	126 8 3	24,465 11 0	12 0 6	39 0 1	GLOUCESTERSHIRE.
- - -	- - -	8,945 5 10	22,825 3 10	1,685 5 11	56 7 9	HAMPSHIRE.
- - -	- - -	1,916 13 8	3,027 17 9	41 8 0	31 13 0	HEREFORDSHIRE.
- - -	- - -	498 2 11	4,359 7 10	282 18 4	144 8 1	HERTFORDSHIRE.
- - -	- - -	125 10 1	744 2 6	150 1 5	16 7 1	HUNTINGDONSHIRE.
- - -	404 14 6	8,207 10 2	40,942 18 6	4,908 11 0	484 9 0	KENT.
- - -	- - -	10,202 8 1	187,541 2 7	13,810 14 8	9,149 16 10	LANCASHIRE.
- - -	- - -	13 17 9	3,985 19 7	- - -	67 15 6	LEICESTERSHIRE.
18 1 10	121 7 11	2,970 3 4	16,550 0 10	1,097 3 7	1,383 12 5	LINCOLNSHIRE.
- - -	- - -	46,879 8 9	343,848 17 3	11,669 0 0	6,435 8 8	MIDDLESEX.
- - -	- - -	502 11 4	3,684 9 8	- - -	24 6 6	MONMOUTHSHIRE.
- - -	- - -	2,484 12 4	11,293 2 6	117 13 0	1,002 18 1	NORFOLK.
- - -	71 15 0	414 18 9	6,806 7 9	118 15 6	129 8 4	NORTHAMPTONSHIRE.
- - -	51 2 10	74 2 0	24,675 0 5	65 4 10	335 16 10	NORTHUMBERLAND.
- - -	52 8 11	296 1 1	9,133 1 0	84 10 9	188 11 3	NOTTINGHAMSHIRE.
- - -	162 0 0	1,436 6 2	7,287 10 5	338 9 2	1 9 11	OXFORDSHIRE.
- - -	- - -	- - -	- - -	- - -	- - -	RUTLANDSHIRE.
- - -	98 5 0	977 6 3	4,765 15 3	212 6 2	88 10 7	SHROPSHIRE.
- - -	33 16 10	630 11 1	11,799 16 10	485 14 4	199 9 0	SOMERSETSHIRE.
- - -	1 2 11	4,926 4 1	26,107 6 2	1,783 15 3	1,154 4 1	STAFFORDSHIRE.
- - -	- - -	1,399 2 10	10,602 14 0	14 6 8	1,508 14 0	SUFFOLK.
- - -	- - -	8,522 5 11	86,052 0 9	3,126 1 1	1,171 3 7	SURREY.
- - -	19 4 3	1,861 13 0	13,669 7 11	1,010 2 11	12 8 0	SUSSEX.
- - -	65 0 0	3,333 12 8	39,130 9 2	82 3 1	1,478 12 5	WARWICKSHIRE.
- - -	- - -	0 7 6	667 3 9	195 10 7	155 17 11	WESTMORLAND.
- - -	- - -	310 17 3	2,892 13 7	200 7 10	8 16 4	WILTSHIRE.
- - -	20 0 0	1,129 12 2	7,720 19 11	335 3 6	235 12 5	WORCESTERSHIRE.
387 13 0	636 8 2	4,085 5 4	84,841 6 11	5,648 14 10	2,466 7 2	YORKSHIRE.
405 14 10	2,524 7 8	123,228 4 9	1,095,994 13 11	51,872 15 5	30,432 15 9	
- - -	- - -	1 16 7	289 2 9	115 14 2	2 18 5	NORTH WALES.
- - -	- - -	- - -	297 7 8	- - -	- - -	ANGLESEY.
- - -	- - -	0 11 6	1,143 1 8	9 8 8	1 4 3	CARNARVONSHIRE.
- - -	- - -	2 19 5	116 3 7	12 1 2	- - -	DENBIGHSHIRE.
- - -	- - -	0 11 8	52 1 8	12 5 9	- - -	FLINTSHIRE.
6 15 6	- - -	23 0 11	551 1 3	2 17 10	46 11 1	MERIONETHSHIRE.
- - -	- - -	- - -	- - -	- - -	- - -	MONTGOMERYSHIRE.
- - -	- - -	- - -	374 10 11	- - -	- - -	
- - -	- - -	4 12 0	358 11 11	2 2 4	- - -	SOUTH WALES.
- - -	- - -	488 18 1	2,588 19 1	- - -	948 0 3	BRECONSHIRE.
- - -	- - -	190 13 11	7,227 6 6	- - -	- - -	CARDIGANSHIRE.
- - -	- - -	488 10 7	1,518 4 3	165 11 1	- - -	CARMARTHENSHIRE.
- - -	- - -	- - -	69 13 4	- - -	1 17 6	GLAMORGANSHIRE.
6 15 6	- - -	1,201 14 8	14,586 4 2	320 1 0	1,000 11 6	PENDROKESHIRE.
- - -	- - -	- - -	- - -	- - -	- - -	RADNORSHIRE.
405 14 10	2,524 7 8	123,228 4 9	1,095,994 13 11	51,872 15 5	30,432 15 9	SUMMARY.
6 15 6	- - -	1,201 14 8	14,586 4 2	320 1 0	1,000 11 6	ENGLAND, 40 Counties.
412 10 4	2,524 7 8	124,429 19 5	1,110,580 18 1	52,192 16 5	31,433 7 3	WALES, 12 "
						TOTAL.

ABSTRACT STATEMENTS.

ENGLAND.

COUNTY OF BEDFORD.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ampthill - - - 20	241 4 1	5 17 5	1,405 17 1	129 18 9	- - -	- - -	30 5 10	1,566 1 8	544 14 10	
Bedford - - - 23	228 16 9	31 0 0	1,725 6 5	6 0 0	- - -	- - -	24 3 0	1,755 9 5	610 19 3	
Biggleswade - - 34	340 16 4	199 15 4	2,025 0 4	74 1 9	- - -	- - -	99 1 8	2,198 3 9	804 10 6	
Bletsoe - - - 26	207 5 4	247 1 6	1,707 17 7	31 11 6	- - -	- - -	69 8 10	1,808 17 11	602 8 10	
Leighton - - - 6	143 1 10	- - -	626 17 1	- - -	- - -	- - -	20 2 4	646 19 5	200 12 7	
Luton - - - 15	146 6 5	23 14 0	1,228 10 9	- - -	- - -	- - -	18 14 2	1,247 4 11	373 13 9	
Woburn - - - 17	186 12 5	20 18 2	999 6 9	35 14 5	- - -	- - -	88 14 7	1,123 15 9	283 2 9	
Towns - - - 2	71 6 11	- - -	3,410 3 7	- - -	- - -	- - -	93 11 2	3,505 14 9	936 0 1	
143	1,565 10 1	528 6 5	13,128 19 7	277 6 5	- - -	- - -	446 1 7	13,852 7 7	4,356 2 9	

COUNTY OF BERKS.

Abingdon - - - 29	370 7 1	92 16 2	1,569 6 9	103 4 6	- - -	10 10 0	55 13 10	1,738 13 1	741 13 1
Faringdon - - - 31	351 16 2	90 13 2	2,523 13 4	135 2 4	7 16 8	43 6 3	53 7 11	2,763 6 6	1,152 2 9
Forest, The - - - 23	320 11 1	56 11 1	1,312 9 7	155 1 9	0 9 0	- - -	28 3 4	1,496 3 8	414 7 7
Ilale - - - 7	64 7 2	21 18 8	458 12 11	- - -	6 12 0	- - -	21 15 0	486 19 11	257 8 10
Lamborne - - - 7	11 18 10	198 2 9	363 17 10	- - -	- - -	- - -	1 0 0	364 17 10	129 5 11
Maidenhead - - - 8	41 1 9	29 10 0	1,068 15 10	- - -	- - -	- - -	7 4 9	1,076 0 7	308 4 3
Moreton - - - 14	262 10 7	9 9 5	1,195 14 1	- - -	- - -	- - -	37 0 1	1,232 14 2	705 14 2
Newbury - - - 53	363 13 1	114 16 3	1,113 0 4	18 15 0	9 12 0	10 0 0	18 11 0	1,169 18 4	420 13 4
Reading - - - 27	164 18 9	96 15 6	1,001 8 0	- - -	7 18 0	- - -	35 13 6	1,044 19 6	449 18 11
Wantage - - - 19	346 12 0	131 0 5	1,683 7 8	304 17 6	- - -	- - -	21 1 6	2,009 6 8	520 5 11
Windsor - - - 4	26 11 8	40 5 6	376 9 9	- - -	- - -	- - -	31 19 1	408 8 10	170 16 3
Boroughs, &c. - - 11	512 11 4	54 8 0	6,131 12 6	- - -	- - -	- - -	92 14 0	6,224 6 6	1,116 10 4
233	2,836 19 6	936 6 11	18,798 8 7	717 1 1	32 7 8	63 16 3	404 4 0	20,015 17 7	6,387 1 5

COUNTY OF BUCKS.

Ashendon - - - 16	111 9 4	46 6 6	1,802 8 1	54 9 7	- - -	- - -	11 2 2	1,867 19 10	607 9 3
Aylesbury - - - 31	176 6 0	63 8 8	2,308 6 3	- - -	- - -	294 0 0	138 4 0	2,740 10 3	1,114 13 6
Buckingham - - - 32	281 4 9	27 9 4	1,389 0 9	105 11 9	- - -	- - -	67 5 6	1,561 18 0	836 2 1
Burnham - - - 17	168 5 7	70 19 0	771 13 5	20 19 6	- - -	- - -	19 15 11	812 8 7	363 2 0
Chesham - - - 13	73 12 3	5 4 4	619 19 10	- - -	- - -	- - -	11 12 10	631 12 8	234 0 9
Cottesloe, South - - 20	215 1 6	67 11 7	1,378 7 6	- - -	- - -	0 15 0	25 3 6	1,404 6 0	738 8 10
Deoborough, First Division 8	84 12 1	7 4 10	495 19 11	- - -	- - -	- - -	16 3 6	512 3 5	287 3 6
Deoborough, Second Division 11	153 7 9	18 12 0	673 11 11	40 18 6	- - -	44 0 0	70 5 9	828 16 2	363 8 6
Newport - - - 44	416 4 8	221 5 1	2,524 11 8	- - -	- - -	- - -	66 17 3	2,591 8 11	948 3 0
Quainton - - - 19	103 1 10	28 15 5	1,287 13 0	- - -	- - -	- - -	6 8 9	1,294 1 9	369 16 7
Stoke - - - 13	107 13 0	21 1 7	957 10 2	19 13 6	- - -	5 0 0	59 8 10	1,044 12 6	374 18 2
Stony Stratford - - 8	106 0 2	42 1 4	484 9 6	- - -	- - -	- - -	11 6 8	495 16 2	211 7 10
Winslow - - - 17	112 7 0	11 8 7	703 17 4	12 0 0	- - -	3 10 0	23 3 0	742 10 4	246 6 10
Boroughs, &c. - - 11	455 11 1	21 1 9	1,437 1 2	- - -	- - -	- - -	229 4 1	1,666 5 3	501 0 9
260	2,564 17 0	652 10 0	16,834 10 6	253 12 10	- - -	347 5 0	759 1 6	18,194 9 10	7,128 1 6

ENGLAND.

COUNTY OF BEDFORD.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
352 6 7	366 4 4	70 1 5	- - -	129 18 9	- - -	- - -	26 19 11	1,490 5 10	320 16 4	9 13 10
547 18 5	381 9 9	128 6 1	43 6 9	6 0 0	- - -	43 0 0	8 17 0	1,769 17 3	232 7 0	48 18 1
347 7 5	602 0 0	232 1 5	16 13 1	74 1 9	- - -	33 5 8	46 14 2	2,156 14 0	394 14 7	212 3 10
263 14 5	628 17 5	112 14 7	13 3 0	31 11 6	- - -	48 10 0	51 7 9	1,751 7 7	200 5 0	182 10 10
116 6 6	265 7 10	37 18 0	9 0 0	- - -	- - -	9 7 11	16 14 7	655 7 5	141 10 11	6 17 1
91 2 0	621 9 0	179 6 1	- - -	- - -	- - -	- - -	16 5 6	1,281 16 4	172 13 1	84 12 1
170 13 7	400 18 2	187 10 5	30 0 0	35 14 5	- - -	16 2 10	41 14 11	1,165 17 5	206 1 9	82 9 2
10 1 6	1,110 11 7	970 4 0	266 10 6	- - -	- - -	- - -	331 16 11	3,625 4 8	- - -	48 3 0
1,898 10 5	4,376 18 2	1,918 2 4	378 13 4	277 6 5	- - -	150 6 5	540 10 9	13,896 10 6	1,668 8 8	675 7 11

COUNTY OF BERKS.

378 5 9	246 6 8	58 0 0	18 15 1	103 4 6	- - -	- - -	35 2 1	1,581 7 2	465 1 2	30 2 4
516 14 5	710 18 6	129 18 2	22 13 6	135 2 4	7 16 8	31 10 0	61 14 5	2,768 10 7	380 13 2	124 14 3
215 7 1	236 4 7	267 7 7	112 7 0	155 1 9	0 9 0	- - -	89 10 2	1,490 14 9	319 13 3	30 4 4
112 15 2	6 0 0	109 8 10	- - -	- - -	6 12 0	- - -	8 13 6	500 18 4	71 19 6	43 9 5
50 9 0	48 7 7	24 15 4	5 0 0	- - -	- - -	- - -	4 3 11	261 15 9	20 10 11	103 12 9
260 10 10	146 17 9	115 4 10	63 0 0	- - -	- - -	- - -	30 8 6	924 6 2	168 4 0	4 17 10
292 17 5	116 0 2	69 18 6	5 0 0	- - -	- - -	- - -	97 4 0	1,286 14 4	212 4 0	13 3 0
257 8 10	129 14 0	92 9 0	5 0 0	18 15 0	9 12 0	1 0 0	218 3 9	1,152 15 11	367 10 2	101 10 11
272 9 2	75 2 6	115 12 2	81 11 0	- - -	7 18 0	- - -	20 8 2	1,022 19 11	177 12 9	87 9 11
426 6 6	316 16 7	205 17 1	24 1 0	304 17 6	- - -	85 14 6	16 4 6	1,900 3 7	428 10 7	103 15 11
83 19 9	53 1 3	33 4 11	40 0 0	- - -	- - -	- - -	19 4 2	400 6 4	38 16 8	44 8 0
730 3 2	1,361 16 3	1,588 13 9	364 8 6	- - -	- - -	- - -	1,299 0 11	6,460 12 11	271 12 3	49 15 4
3,597 6 11	3,446 19 10	2,810 10 2	741 16 1	717 1 1	32 7 8	118 4 6	1,899 18 1	19,751 5 9	2,922 8 5	757 4 0

COUNTY OF BUCKS.

212 13 0	594 19 8	58 8 7	2 18 0	54 9 7	- - -	182 1 6	30 17 8	1,743 17 2	213 1 2	23 15 8
96 2 0	1,073 3 8	170 9 4	76 2 0	- - -	- - -	- - -	78 13 7	2,609 4 1	284 5 9	40 2 3
217 1 11	294 0 8	67 3 6	13 10 0	105 11 9	- - -	- - -	46 6 8	1,579 16 7	275 6 5	39 9 7
97 13 0	83 2 10	125 8 5	48 6 0	20 19 6	- - -	- - -	29 17 11	758 9 8	182 15 1	31 9 7
47 1 3	137 14 2	252 4 0	1 2 0	- - -	- - -	- - -	17 5 0	689 7 2	62 14 10	52 1 5
78 5 3	360 2 10	139 2 7	4 0 0	- - -	- - -	4 11 4	12 12 10	1,357 3 8	270 0 4	75 8 1
61 12 3	64 4 0	34 10 5	45 0 0	- - -	- - -	- - -	6 17 6	469 7 8	124 17 9	4 14 9
48 8 2	214 8 1	181 3 3	67 0 0	40 18 6	- - -	- - -	33 19 4	889 5 10	104 15 11	30 9 10
419 12 3	553 19 4	318 11 5	7 0 0	- - -	- - -	150 10 6	96 19 3	2,494 15 9	398 16 5	107 3 8
98 5 10	597 1 1	108 15 10	- - -	- - -	- - -	103 7 0	17 7 11	1,294 14 3	129 6 3	55 12 3
306 12 2	303 13 11	135 2 8	90 0 0	19 13 6	- - -	5 0 0	20 8 0	1,055 8 5	135 18 11	60 1 5
61 4 5	112 7 8	10 3 0	- - -	- - -	- - -	99 5 9	28 16 9	523 5 5	56 16 9	20 7 2
61 15 9	227 6 2	67 19 5	8 0 0	12 0 0	- - -	- - -	13 7 6	636 13 8	206 13 1	-
186 12 0	364 10 0	245 14 2	67 4 10	- - -	- - -	15 0 0	229 18 5	1,610 0 2	490 14 5	-
1,882 19 3	4,880 14 1	1,214 16 7	430 2 10	253 12 10	- - -	559 16 1	663 8 4	17,711 11 6	2,536 1 0	540 15 8

COUNTY OF CAMBRIDGE. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Arrington and Melbourne- 28	160 13 7	266 8 8	2,300 3 0	- - -	- - -	- - -	58 1 10	2,358 4 10	722 9 3	
Bottisham - - - 11	101 12 4	172 13 6	1,118 10 1	41 1 10	- - -	- - -	49 14 1	1,209 6 0	480 12 16	
Cambridge - - - 33	519 15 5	242 12 10	3,553 9 6	42 10 8	1 17 0	- - -	500 11 10	4,098 9 0	1,790 1 8	
Caxton - - - 16	85 6 10	76 15 10	840 5 3	44 1 9	- - -	- - -	41 9 8	925 16 8	375 4 6	
Linton - - - 20	334 4 6	71 10 10	1,319 14 10	- - -	- - -	- - -	27 15 2	1,347 10 0	421 9 3	
Newmarket - - 18	395 1 8	34 9 5	3,048 19 8	- - -	- - -	- - -	14 10 10	3,063 10 6	1,153 4 6	
ISLE OF ELY.										
Ely and Witchford, South- 12	171 13 10	33 2 8	2,468 12 11	- - -	- - -	- - -	122 0 6	2,590 13 5	584 9 9	
Whittlesey - - - 2	225 7 7	- - -	1,517 1 6	- - -	- - -	- - -	8 18 11	1,526 0 5	540 12 1	
Wisbech - - - 9	197 9 3	5 10 0	4,273 5 3	- - -	- - -	- - -	116 5 10	4,389 11 1	838 15 9	
Witchford, North - 5	151 9 8	75 12 6	1,600 10 6	- - -	- - -	- - -	27 2 6	1,627 13 0	311 7 1	
Boroughs, &c. - - 7	- - -	172 5 2	5,187 3 3	- - -	- - -	- - -	- - -	5,187 3 3	1,879 11 3	
161	2,342 14 2	1,151 1 5	27,227 15 9	127 14 3	1 17 0	- - -	966 11 2	28,323 18 2	9,097 18 8	

COUNTY OF CHESTER. - - - - -

Broxton - - - 86	212 16 8	88 18 3	1,563 18 1	119 14 9	5 10 6	-	15 2 6	1,704 5 10	610 19 8
Bucklow, East - - 48	207 3 9	323 19 8	5,756 19 11	29 8 11	-	25 0 0	60 4 2	5,871 13 0	1,746 2 6
Daresbury - - - 35	263 17 2	157 0 10	1,923 4 11	203 12 8	30 11 1	-	139 6 4	2,296 15 0	659 11 7
Eddisbury - - - 69	394 17 6	136 12 11	3,028 10 7	119 5 8	5 14 4	-	18 14 1	3,172 4 8	1,040 5 4
Hyde - - - 12	232 5 4	22 9 1	1,768 15 3	-	-	-	56 0 4	1,824 15 7	579 2 2
Nantwich - - - 27	316 18 10	103 18 1	2,273 17 3	56 9 6	-	-	27 5 0	2,357 11 9	814 7 11
Northwich - - - 66	323 11 7	152 14 0	3,418 9 2	47 6 1	3 17 10	44 5 0	38 11 0	3,552 9 1	1,316 11 2
Prestbury - - - 42	404 12 7	168 18 8	4,812 17 11	-	-	-	22 11 3	4,835 9 2	2,077 11 4
Stockport - - - 21	319 6 11	113 19 0	2,644 16 4	32 15 6	3 4 0	87 8 0	29 2 5	2,797 6 3	767 8 11
Wirrall - - - 69	259 19 11	60 4 3	2,602 10 10	435 4 1	60 9 4	-	13 7 3	3,111 11 6	848 11 1
Boroughs, &c. - - 11	1,549 5 10	-	16,379 15 6	-	-	4 5 0	363 15 7	16,747 16 1	4,310 2 6
486	4,484 16 1	1,328 14 9	46,173 15 9	1,043 17 2	109 7 1	160 18 0	783 19 11	48,271 17 11	14,770 13 8

COUNTY OF CORNWALL. - - - - -

East, Middle - - - 9	76 9 9	-	1,341 6 1	62 15 0	-	-	40 0 0	1,444 1 1	657 13 1
East, North - - - 15	66 7 7	51 10 11	1,336 3 3	8 9 11	-	-	1 13 9	1,346 6 11	797 7 1
East, South - - - 10	110 17 7	9 7 7	1,098 10 3	-	-	60 0 0	1 11 3	1,160 1 6	714 4 0
Kirrier, East - - - 10	92 6 7	45 19 6	1,641 9 0	3 2 0	20 9 0	-	7 14 0	1,672 14 0	828 1 3
Kirrier, West - - - 16	76 7 5	49 16 11	1,196 18 3	218 14 4	1 17 0	-	9 19 3	1,427 8 10	609 8 7
Lesnewth - - - 17	93 11 4	62 8 4	1,389 1 9	-	-	-	9 6 2	1,398 7 11	815 4 11
Penwith, East - - - 10	209 19 2	175 4 2	2,250 1 2	-	-	-	12 11 4	2,262 12 6	1,269 10 6
Penwith, West - - - 13	188 17 10	80 16 10	1,749 15 5	5 13 0	0 14 0	-	117 14 8	1,873 17 1	925 9 10
Powder, East - - - 9	299 3 11	-	2,034 6 11	84 6 11	11 0 10	-	59 17 5	2,189 12 1	1,374 0 1
Powder, South - - 14	112 12 11	28 18 0	588 14 4	-	-	21 4 6	1 6 9	611 5 7	298 18 6
Powder, West - - - 9	26 14 2	139 0 1	951 2 9	-	-	-	3 2 6	954 5 3	320 13 0
Pydar, East - - - 18	161 11 9	100 19 6	2,113 2 9	-	-	-	8 16 6	2,121 19 3	730 5 10
Pydar, West - - - 2	71 6 8	9 17 1	353 11 11	-	-	-	4 19 0	358 10 11	230 7 2
Stratton - - - 11	142 13 8	-	1,398 5 3	-	-	-	30 15 5	1,429 0 8	906 9 8
Trigg - - - 12	191 9 5	71 0 2	1,159 1 5	-	-	-	0 10 0	1,159 11 5	674 7 5
Tywardreath - - - 7	34 12 0	44 13 7	734 16 10	16 18 10	-	-	0 10 0	752 5 8	370 8 3
West - - - 19	151 0 2	-	1,807 8 0	12 12 10	23 10 8	-	-	1,843 11 6	1,211 8 11
Scilly Islands - - 6	-	27 16 11	65 15 2	-	-	-	-	65 15 2	36 13 0
Boroughs, &c. - - 14	163 6 11	122 7 10	3,778 16 11	-	-	1 0 0	528 8 9	4,306 5 8	2,093 4 6
221	2,269 8 10	1,019 17 5	26,988 7 5	412 12 10	57 11 6	82 4 6	838 16 9	28,379 13 0	14,865 15 7

COUNTY OF CAMBRIDGE.

EXPENDITURE									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
405 2 2	811 2 2	116 13 2	73 0 0	- - -	- - -	14 14 5	38 8 8	2,181 9 9	243 11 6	172 11 6
198 17 2	206 9 3	51 10 10	65 0 0	41 1 10	- - -	- - -	37 8 6	1,081 0 5	160 10 2	103 5 9
637 8 1	1,021 9 6	300 3 11	81 0 0	42 10 8	1 17 0	36 12 6	183 16 0	4,094 19 4	411 7 1	130 14 10
93 9 7	207 11 7	55 8 8	6 10 0	44 1 9	- - -	53 0 0	31 17 2	867 3 3	142 12 3	75 7 10
219 4 4	423 5 4	90 3 6	70 10 0	- - -	- - -	- - -	45 15 4	1,270 8 2	377 15 8	38 0 0
575 1 4	661 17 11	253 7 8	140 2 8	- - -	- - -	- - -	123 15 5	2,907 9 4	569 5 2	52 11 9
340 5 8	1,174 0 10	186 14 1	- - -	- - -	- - -	- - -	66 1 10	2,371 12 2	384 7 3	26 14 10
308 12 0	750 5 8	23 9 7	30 0 0	- - -	- - -	- - -	13 5 7	1,666 4 11	131 2 1	45 19 0
514 7 10	2,238 3 6	161 3 4	117 13 0	- - -	- - -	170 8 8	357 9 2	4,398 1 8	198 7 4	14 18 3
183 14 4	853 5 1	145 19 9	61 6 0	- - -	- - -	- - -	75 17 1	1,631 9 4	74 6 8	2 5 10
1,304 4 4	1,985 8 11	152 14 7	208 10 0	- - -	- - -	148 9 8	42 1 2	5,721 0 4	- - -	706 2 3
4,800 6 10	10,332 19 9	1,537 9 1	853 11 6	127 14 3	1 17 0	423 5 3	1,015 15 11	28,190 18 3	2,693 5 0	1,368 11 10

COUNTY OF CHESTER.

347 2 8	476 19 10	122 8 4	71 18 6	119 14 9	5 10 6	26 8 2	48 17 6	1,829 19 11	157 19 4	159 15 0
1,062 6 5	2,346 11 10	179 15 8	328 12 0	29 8 11	- - -	- - -	146 17 7	5,839 14 11	255 1 2	339 19 0
257 4 4	588 0 1	209 16 2	134 7 6	203 12 8	30 11 1	65 2 6	97 6 4	2,245 12 3	258 16 10	100 17 9
758 14 11	658 19 3	114 12 9	257 0 0	119 5 8	5 14 4	8 0 0	83 19 3	3,046 11 6	498 17 9	115 0 0
201 18 8	407 4 3	73 8 1	151 4 6	- - -	- - -	- - -	213 18 10	1,626 16 6	421 4 7	13 9 3
423 3 5	708 7 5	105 12 0	219 12 7	56 9 6	- - -	- - -	58 18 5	2,380 11 3	273 5 2	83 3 11
740 11 1	889 3 9	279 6 1	235 14 0	47 6 1	3 17 10	- - -	88 12 4	3,621 2 4	256 1 3	153 16 11
1,236 10 4	1,007 5 9	156 8 0	- - -	- - -	- - -	- - -	294 6 8	4,772 2 1	338 4 3	89 3 3
459 7 5	776 15 0	352 0 5	86 7 10	32 15 6	3 4 0	- - -	350 10 2	2,828 9 3	294 11 1	120 6 2
385 0 8	845 12 3	91 16 6	249 12 1	435 4 1	60 9 4	57 1 4	106 4 4	3,079 11 8	338 10 11	106 15 5
3,171 19 11	5,569 6 3	360 7 6	773 14 2	- - -	- - -	- - -	2,924 1 2	17,109 11 7	1,187 10 4	- - -
9,062 19 10	14,269 5 8	2,045 11 6	2,508 3 2	1,043 17 2	109 7 1	156 12 0	4,413 13 2	48,380 3 3	4,330 2 8	1,282 6 8

COUNTY OF CORNWALL.

346 6 11	211 11 6	22 9 8	75 0 0	62 15 0	- - -	- - -	27 6 3	1,403 2 5	117 8 5	- - -
180 10 9	196 14 8	71 17 2	19 10 0	8 9 11	- - -	1 0 0	30 9 4	1,305 18 11	88 14 2	33 9 6
174 17 5	92 1 10	51 5 8	- - -	- - -	- - -	- - -	52 11 6	1,085 0 0	189 6 8	12 14 9
362 12 2	196 1 0	110 19 2	58 18 0	3 2 0	20 9 0	- - -	38 2 0	1,657 18 7	22 0 9	30 18 3
98 6 10	151 17 6	35 13 6	127 1 0	218 14 4	1 17 0	- - -	106 11 0	1,349 5 9	115 5 8	10 15 10
151 14 3	315 1 2	30 19 6	12 0 0	- - -	- - -	- - -	42 14 6	1,367 14 4	106 14 8	44 18 1
475 12 8	257 11 2	56 1 6	151 0 3	- - -	- - -	- - -	38 3 10	2,247 19 6	220 14 0	171 6 0
275 10 11	216 13 2	57 13 7	210 5 0	5 13 0	0 14 0	- - -	158 12 8	1,850 12 2	135 11 2	4 5 3
443 6 3	188 3 7	89 8 4	27 18 4	84 6 11	11 0 10	- - -	41 12 4	2,299 16 8	205 8 8	16 9 4
206 18 8	128 14 0	32 10 10	5 0 0	- - -	- - -	- - -	94 14 10	766 16 11	60 5 0	132 1 5
91 1 2	296 2 11	24 13 3	90 0 0	- - -	- - -	- - -	9 11 5	832 1 8	78 14 8	68 17 1
224 0 2	879 12 9	91 14 6	77 17 6	- - -	- - -	- - -	53 11 4	2,057 2 1	191 7 2	65 17 9
31 2 9	90 11 4	12 6 5	42 5 0	- - -	- - -	- - -	22 12 11	429 5 7	12 8 0	21 7 1
219 10 3	188 11 8	53 8 7	29 5 0	- - -	- - -	- - -	26 3 1	1,425 8 3	156 16 6	10 10 5
213 12 10	172 1 3	37 1 2	20 0 0	- - -	- - -	- - -	14 3 0	1,131 5 8	153 3 1	4 8 1
130 4 10	88 6 10	16 5 9	22 2 0	16 18 10	- - -	- - -	33 18 6	678 5 0	67 16 3	3 17 2
198 13 11	298 10 5	22 6 2	4 5 6	12 12 10	23 10 8	- - -	30 12 11	1,802 1 4	192 10 4	- - -
- - -	0 1 0	1 12 5	- - -	- - -	- - -	- - -	1 19 4	40 6 6	- - -	2 8 3
280 9 3	770 12 3	450 5 3	212 0 0	- - -	- - -	0 19 5	512 5 6	4,319 16 3	177 14 4	148 5 10
4,144 11 8	4,739 0 9	1,268 12 0	1,224 1 7	412 12 10	57 11 6	1 19 8	1,335 16 3	28,050 1 8	2,361 12 10	782 10 1

COUNTY OF CUMBERLAND.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Allerdale above Derwent - 37	218 0 1	47 13 10	1,517 0 2	76 10 7	12 19 8	13 18 6	3 19 0	2,024 7 11	852 13 2	
Allerdale below Derwent - 51	301 8 11	43 3 9	1,416 0 1	16 9 0	3 12 9	-	19 5 11	1,455 7 9	767 14 11	
Bootle - - - 15	57 17 7	3 9 2	265 18 5	9 0 3	8 3 0	-	9 15 4	292 17 0	104 9 2	
Cumberland Ward - 54	321 3 1	14 1 7	1,312 16 2	-	-	1 13 0	7 5 3	1,321 14 5	731 6 3	
Derwent - - - 68	251 19 6	40 18 3	1,756 14 6	68 8 10	26 9 10	7 3 8	44 2 7	1,902 19 5	945 3 6	
Eskdale Ward - - 48	148 14 7	40 8 4	1,354 1 3	-	-	7 1 5	6 8 3	1,367 11 3	794 1 5	
Leath Ward - - - 67	319 14 9	59 5 2	1,805 14 9	6 0 9	-	10 0 0	46 8 8	1,868 3 8	1,097 18 4	
Boroughs, &c. - - 9	8 0 6	93 16 4	3,297 2 3	-	-	-	484 8 5	3,781 10 8	1,847 9 1	
349	1,626 19 0	342 16 5	13,125 7 7	176 9 5	51 5 3	39 16 11	621 13 0	14,014 12 2	7,140 16 6	

COUNTY OF DERBY.

Alfreton - - - 21	126 10 2	46 1 7	1,467 1 11	181 19 3	8 5 5	8 0 0	80 13 1	1,745 19 8	393 11 7
Appletree - - - 21	63 14 3	38 1 2	384 14 1	-	-	-	24 8 0	409 2 1	183 17 2
Ashbourne - - - 36	81 17 11	100 11 11	598 19 7	18 16 6	21 9 11	-	53 2 6	1,092 8 6	363 5 5
Bakewell - - - 53	199 1 5	46 12 1	1,365 3 5	145 14 3	76 18 2	-	49 15 10	1,637 11 8	614 10 11
Belper - - - 15	102 4 10	108 18 6	1,535 6 0	16 13 0	5 11 4	55 0 0	22 0 7	1,634 10 11	577 17 6
Chapel-en-le-Frith - 26	122 8 1	72 7 8	1,678 8 6	-	-	-	94 7 10	1,772 16 4	1,154 1 3
Chesterfield - - - 32	274 18 6	51 19 6	2,686 11 9	224 18 8	0 18 0	-	23 6 10	2,935 15 3	1,237 7 10
Derby - - - 48	457 12 0	68 7 5	1,957 13 0	86 17 4	-	-	28 8 3	2,072 18 7	786 1 11
Eckington - - - 18	218 18 4	170 0 10	2,318 18 3	23 5 2	3 11 6	-	13 5 11	2,359 0 10	910 18 4
Glossop - - - 11	27 5 2	191 5 3	1,430 17 1	-	-	30 0 0	2 7 0	1,463 4 1	459 6 6
Repton and Grosley - 37	302 2 4	102 14 2	1,310 15 4	94 12 1	-	-	128 17 10	1,534 5 3	649 14 11
Smalley - - - 19	78 6 10	37 0 2	958 7 5	124 11 2	-	30 0 0	39 15 6	1,152 14 1	323 13 9
Wirksworth - - - 24	69 6 9	17 2 4	1,120 13 10	54 16 6	56 17 5	10 12 3	19 15 8	1,262 15 8	264 16 10
Boroughs, &c. - - 7	97 7 5	-	6,002 19 7	-	-	40 0 0	103 10 0	6,146 9 7	2,562 8 1
368	2,221 17 0	1,051 2 11	25,216 9 9	972 3 11	173 11 9	173 12 3	683 14 10	27,219 12 6	10,481 12 19

COUNTY OF DEVON.

Axminster - - - 20	174 0 11	7 2 5	492 0 8	5 0 0	0 17 0	-	8 6 6	506 4 2	245 2 10
Braunton - - - 36	290 4 4	11 10 5	1,882 5 5	26 3 1	-	-	26 6 3	1,934 14 9	1,451 17 6
Bideford - - - 16	74 14 0	11 10 1	1,024 3 6	-	-	2 0 0	2 3 0	1,028 6 6	709 6 0
Crediton - - - 17	272 11 3	18 0 11	1,616 19 11	-	-	-	-	1,616 19 11	1,151 14 5
Crockernwell - - 15	141 3 0	32 1 7	1,130 6 8	47 13 6	-	-	2 17 5	1,180 17 7	801 12 4
Cullompton - - - 42	330 16 5	97 14 0	2,583 8 1	119 2 6	2 0 10	21 14 6	1 4 6	2,727 10 5	1,260 12 0
Erminington and Plympton - 17	245 10 6	30 4 5	1,316 19 2	-	-	-	4 19 1	1,321 18 3	825 5 0
Hatherleigh - - - 17	133 4 0	8 10 3	1,003 14 10	24 16 11	-	-	0 17 6	1,029 9 3	679 2 3
Holsworthy - - - 21	267 1 8	-	1,894 16 8	-	-	-	7 17 2	1,902 13 10	1,267 10 6
Honiton - - - 21	102 1 0	19 1 11	710 12 9	8 2 10	-	-	4 2 6	722 18 1	399 19 6
Lifton - - - 19	142 19 2	27 4 4	1,621 7 4	24 2 6	-	0 2 0	4 11 6	1,650 3 4	995 14 5
Ottery - - - 10	51 14 2	13 17 3	776 17 9	-	-	-	6 1 4	782 19 1	253 9 9
Paignton - - - 9	209 7 4	13 9 3	405 8 9	18 0 0	-	-	42 7 5	465 16 2	198 0 4
Roborough, Midland - 8	73 5 4	30 11 5	615 12 5	-	-	-	-	615 12 5	582 10 10
Roborough, South - 3	22 1 6	3 1 10	376 7 5	-	-	3 12 6	0 17 1	380 17 0	217 9 10
Southmolton - - - 43	360 9 5	16 2 2	2,549 12 7	-	-	-	5 19 7	2,555 12 2	1,822 2 1
Stanborough and Coleridge 34	488 6 2	10 12 10	2,032 10 3	136 17 5	6 0 5	1 3 0	9 17 0	2,186 8 1	768 16 2
Tavistock - - - 12	256 1 10	-	1,116 11 6	-	-	-	23 10 0	1,140 1 6	661 16 7
Teignbridge - - - 34	318 2 0	35 13 2	2,879 6 0	125 2 9	135 11 8	-	68 9 3	3,208 9 5	1,169 16 8
Torrington, Great - 18	74 13 2	11 6 5	740 4 0	-	-	-	0 4 7	740 8 7	548 4 7
Wonford - - - 29	215 11 6	26 1 5	1,576 3 0	19 9 8	-	-	16 9 8	1,612 2 4	610 15 11
Woodbury - - - 14	97 13 4	7 16 2	640 11 11	15 8 0	2 13 10	-	5 15 0	664 8 9	286 2 7
Boroughs, &c. - - 25	917 12 10	1,143 6 9	18,568 15 8	-	-	135 0 0	1,005 10 0	19,709 5 4	12,159 0 8
480	5,259 4 10	1,574 19 3	47,554 15 11	569 19 2	147 3 9	163 12 0	1,248 6 4	49,683 17 2	25,865 4 7

COUNTY OF CUMBERLAND.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
195 18 4	474 19 2	70 9 6	124 14 0	76 10 7	12 19 8	-	117 12 6	1,925 17 0	368 4 10	99 7 8
177 17 7	246 0 6	51 7 10	89 3 0	16 9 0	3 12 9	-	45 11 10	1,397 17 5	363 4 9	47 9 3
35 17 11	32 4 5	7 2 2	15 0 0	9 0 3	8 3 0	-	95 16 10	307 14 2	49 7 5	9 16 2
203 18 11	320 15 8	34 11 6	24 1 0	-	-	-	42 6 7	1,357 0 1	313 16 6	42 0 8
221 5 7	331 15 0	93 18 2	115 4 0	63 8 10	26 9 10	6 0 0	55 10 7	1,863 15 6	275 6 10	25 1 8
81 18 5	301 19 2	36 14 1	68 0 0	-	-	8 0 0	19 12 9	1,310 5 10	268 11 8	103 0 0
197 4 7	276 15 9	30 8 10	43 11 6	6 0 9	-	121 8 0	29 19 11	1,803 7 3	383 15 11	58 10 3
633 6 6	498 5 3	314 13 2	351 8 0	-	-	-	63 7 0	3,708 9 0	48 11 2	61 5 4
1,747 7 10	2,482 14 11	639 5 3	631 1 6	176 9 5	51 5 3	135 8 0	469 18 0	13,674 6 8	2,070 19 1	446 11 0

COUNTY OF DERBY.

260 7 11	137 6 3	48 9 8	129 8 6	181 19 3	8 5 5	90 4 9	357 3 3	1,606 16 7	227 10 9	7 19 1
89 13 5	88 11 4	25 4 9	7 15 5	-	-	-	15 3 0	410 8 7	64 14 8	40 8 1
109 6 11	204 15 9	38 10 7	21 18 0	18 16 6	21 9 11	98 13 4	57 12 9	934 9 5	180 5 10	41 0 5
247 19 11	144 15 5	57 10 11	60 12 0	145 14 3	76 18 2	90 16 4	58 19 1	1,497 17 0	331 15 6	39 11 6
237 16 6	157 18 10	191 13 0	79 11 0	16 13 0	5 11 4	211 2 10	45 17 9	1,584 1 11	101 16 11	58 1 7
381 14 0	167 6 10	107 4 8	14 10 0	-	-	21 16 10	53 14 0	1,930 7 7	99 7 11	206 18 9
642 13 5	250 15 10	181 8 3	107 10 0	224 18 8	0 18 0	141 1 6	45 3 3	2,851 16 9	331 6 2	24 8 8
333 17 9	430 2 1	161 7 8	83 9 4	86 17 4	-	-	304 4 8	2,206 0 9	324 12 5	68 10 4
459 0 2	363 13 5	70 5 8	180 7 7	23 5 2	3 11 6	40 17 0	44 11 8	2,087 10 6	373 11 11	53 4 1
136 17 6	178 19 11	16 16 3	20 0 0	-	-	-	51 12 8	863 12 10	440 18 8	5 4 6
265 15 5	268 18 8	145 3 4	47 3 8	94 12 1	-	-	66 17 10	1,538 5 11	281 10 3	86 2 9
187 16 4	159 19 2	61 19 2	57 9 0	124 11 2	-	48 10 0	64 1 2	1,027 19 9	176 3 3	10 2 3
167 7 9	127 0 4	22 13 2	30 10 6	54 18 6	56 17 5	434 1 6	46 3 8	1,204 7 8	121 14 9	11 2 4
1,269 5 4	1,080 18 4	255 15 4	257 10 4	-	-	16 0 0	567 15 11	6,009 13 4	234 3 8	-
4,880 12 4	3,761 2 2	1,384 2 5	1,097 15 5	972 3 11	173 11 9	1,193 4 1	1,809 3 8	25,753 8 7	3,289 12 8	652 14 8

COUNTY OF DEVON.

81 10 11	41 6 9	128 5 4	-	5 0 0	0 17 0	-	93 11 4	595 18 2	83 3 9	5 19 3
231 4 2	100 3 1	92 2 11	62 10 0	26 3 1	-	-	32 1 1	1,996 1 10	280 2 11	62 16 4
103 1 9	96 12 5	72 4 10	55 11 0	-	-	-	25 11 7	1,062 7 7	52 6 5	23 8 7
179 14 10	157 4 5	51 1 1	13 15 11	-	-	45 8 1	22 8 11	1,621 6 9	253 11 1	3 7 7
47 19 3	21 4 3	22 4 5	61 0 0	47 13 6	-	-	126 18 2	1,128 11 11	161 7 1	-
285 18 5	323 4 11	146 14 6	17 16 6	119 2 6	2 0 10	415 17 3	69 16 4	2,641 3 3	375 18 5	56 8 10
292 1 9	162 17 9	71 9 9	50 10 0	-	-	7 0 0	129 15 6	1,498 19 9	155 17 0	117 12 5
132 15 1	76 17 0	43 7 10	14 6 0	24 16 11	-	-	31 3 2	1,002 8 9	154 16 5	3 2 3
230 0 9	314 17 7	61 0 11	44 14 0	-	-	-	64 16 11	1,983 0 8	211 19 3	25 4 5
148 13 5	24 1 5	105 12 10	22 2 0	8 2 10	-	0 4 6	20 0 10	728 17 4	103 16 10	26 17 0
239 4 8	263 1 2	38 11 5	10 0 0	24 2 6	-	-	31 10 4	1,601 4 6	165 0 7	0 6 11
116 6 0	95 14 8	293 7 10	3 16 1	-	-	13 15 0	11 14 3	788 3 7	41 6 7	8 14 2
173 7 3	98 7 7	18 6 0	20 13 6	18 0 0	-	-	18 1 3	544 15 11	120 6 8	3 8 4
111 1 6	41 19 3	25 8 7	47 0 0	-	-	-	17 7 4	625 7 6	46 14 6	13 15 8
46 15 9	60 13 3	41 5 5	20 10 0	-	-	-	5 17 10	392 12 1	10 1 2	2 16 7
176 6 0	249 1 7	130 11 4	-	-	-	46 5 10	108 1 4	2,532 8 2	401 17 3	34 6 0
271 8 8	537 8 5	149 4 1	53 10 0	136 17 5	6 0 5	179 7 2	66 11 5	2,169 5 9	503 12 5	8 16 9
205 10 8	202 16 8	38 10 4	58 17 0	-	-	-	78 15 6	1,246 6 9	153 9 5	3 12 11
539 15 9	323 9 5	380 8 1	65 14 0	125 2 9	135 11 5	144 10 8	185 19 1	3,070 7 5	496 2 8	75 11 7
57 3 6	18 1 8	13 15 7	10 2 0	-	-	-	34 5 2	681 12 5	135 10 8	13 7 10
290 8 10	224 10 5	164 5 2	53 8 10	19 9 8	-	84 2 0	131 14 5	1,578 15 3	238 10 3	15 13 1
85 7 8	48 14 10	197 19 9	5 18 4	15 8 0	2 15 10	0 11 1	28 6 7	671 2 8	95 17 0	12 13 9
1,214 3 8	1,645 10 7	1,037 3 8	948 13 0	-	-	510 13 4	1,283 0 10	18,797 5 9	756 3 7	69 17 11
5,230 0 3	5,126 19 1	3,323 5 8	1,640 7 3	569 19 2	147 3 9	1,447 14 11	2,617 9 2	48,938 3 10	4,997 12 1	587 13 2

COUNTY OF DORSET.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Blandford	- 30	90 3 7	64 17 7	349 9 9	8 10 8	10 15 0	19 13 8	3 1 3	391 10 4	180 17 5	
Bridport	- 57	203 17 11	218 12 11	2,823 10 11	15 18 0	-	-	77 7 0	2,916 15 11	1,192 9 3	
Cerne	- 31	82 4 7	134 14 6	488 0 5	10 7 10	1 10 8	-	14 15 5	514 15 4	227 4 8	
Dorchester	- 62	236 6 5	108 2 8	1,488 19 3	35 12 4	19 18 1	-	13 8 1	1,557 17 9	848 1 4	
Shaftesbury	- 26	240 11 9	122 3 11	1,950 6 7	143 12 1	-	254 15 0	340 2 6	2,688 16 2	911 13 10	
Sherborne	- 23	111 13 10	12 9 4	541 11 3	6 11 4	-	-	29 9 3	577 11 10	362 14 2	
Sturminster	- 27	247 7 8	125 14 3	1,169 17 2	19 0 0	-	-	67 11 3	1,256 8 5	473 4 0	
Wareham	- 31	63 4 4	153 17 2	680 9 6	50 5 11	9 0 5	-	0 0 9	739 16 7	360 3 2	
Wimborne	- 42	172 10 8	72 13 2	1,015 2 1	2 5 0	2 12 0	2 11 0	5 0 0	1,027 10 1	280 3 4	
Boroughs, &c.	- 14	314 8 11	173 19 4	5,030 8 9	11 0 0	-	18 16 4	130 4 10	5,190 9 11	1,223 8 11	
343		1,762 9 8	1,187 4 10	15,537 15 8	303 3 2	43 16 2	295 16 0	681 1 4	16,861 12 4	6,060 0 7	

COUNTY OF DURHAM.

Barnard Castle	- 23	143 18 10	3 7 9	933 4 0	23 17 6	2 10 0	-	67 1 0	1,026 12 6	463 1 8
Chester Ward, East	- 8	237 3 4	-	654 9 1	122 10 0	-	-	5 1 7	782 0 8	389 11 6
Gateshead Dist.	11	238 16 10	57 1 8	1,627 3 6	287 6 2	-	-	30 14 2	1,945 3 10	687 5 6
Chester Ward, Middle	- 12	41 10 4	69 14 11	1,076 10 10	23 11 7	1 3 10	-	2 8 9	1,103 15 0	539 16 7
Chester Ward, West	- 22	78 15 0	167 0 5	2,459 7 7	439 17 8	63 6 7	-	6 15 2	2,969 7 7	1,090 10 3
Darlington Ward, N.W.	40	347 4 8	53 1 8	2,283 7 11	98 13 6	96 18 6	-	20 14 4	2,499 14 3	1,007 7 6
Darlington Ward, S.E.	- 32	150 0 8	24 6 0	835 16 5	67 9 7	2 10 0	-	0 3 0	905 19 0	400 11 4
Durham Ward	- 38	337 14 5	30 6 8	1,894 18 6	63 3 6	5 0 0	-	6 13 7	1,909 15 7	721 6 0
Easington Ward, North	18	164 7 3	10 10 1	955 8 3	32 19 4	19 11 6	-	20 15 3	1,028 14 4	521 5 7
Easington Ward, South	14	45 2 4	46 6 2	560 2 3	35 4 1	-	-	0 1 0	595 7 4	243 8 4
Hartlepool	- 11	86 3 7	-	768 12 2	79 6 9	0 15 0	-	2 14 9	851 8 8	306 15 6
Seaham	- 6	20 10 3	5 8 10	253 13 11	4 8 5	-	-	-	258 2 4	112 16 5
Stanhope	- 6	204 12 1	-	1,121 12 4	-	-	-	-	1,121 12 4	470 19 8
Stockton Ward, N.E.	- 16	117 1 1	4 7 4	402 10 9	17 15 6	15 12 2	-	0 9 2	436 7 7	160 3 2
Stockton Ward, S.W.	- 15	148 5 4	-	550 13 2	-	-	13 10 0	7 16 6	571 19 9	254 18 15
Sunderland	- 10	159 0 1	44 5 5	974 12 8	-	-	-	7 19 0	982 11 8	417 13 4
Wolsingham	- 6	15 16 2	0 11 2	178 12 1	-	-	-	-	178 12 1	70 2 9
Boroughs, &c.	- 11	-	1,935 13 10	15,767 18 8	-	-	736 11 5	1,672 3 2	18,176 13 3	7,860 10 9
	299	2,536 2 1	2,452 1 9	33,238 14 2	1,296 3 7	207 7 7	750 1 5	1,851 11 0	37,343 17 9	15,718 5 0

COUNTY OF ESSEX.

Beacontree	- 10	332 19 5	23 17 7	3,425 2 4	169 5 3	-	-	159 19 11	3,754 7 6	1,031 13 5
Brentwood	- 30	216 0 3	188 6 3	2,057 14 1	324 12 4	3 13 4	-	6 2 10	2,392 2 7	493 19 10
Chelmsford	- 30	271 17 1	113 17 9	2,095 18 6	-	-	-	16 5 0	2,112 3 6	363 3 9
Dengie	- 23	99 18 11	364 19 8	1,465 0 10	235 18 4	-	-	4 5 6	1,705 4 2	225 12 3
Dunmow	- 22	195 13 3	31 7 9	1,443 5 7	37 16 2	-	-	70 10 8	1,551 12 5	605 3 11
Epping	- 24	252 10 1	91 10 2	1,782 9 0	325 3 7	-	-	40 3 11	2,147 16 6	455 11 3
Freshwell	- 8	65 13 10	6 1 5	892 16 5	-	-	-	0 3 0	892 19 5	268 1 3
Havering-atte Bower	- 6	90 10 8	12 17 3	313 18 4	93 12 0	-	-	21 17 2	429 7 6	141 16 10
Hinckford, North	- 25	239 16 4	95 4 3	1,167 14 7	19 19 4	5 1 6	-	-	1,192 15 5	228 11 3
Hinckford, South	-	-	-	-	-	-	-	-	-	-
Braintree Portion	- 10	31 13 9	77 5 11	833 3 11	-	-	-	6 10 0	839 13 11	300 13 2
Halstead Portion	- 12	118 4 3	25 7 10	401 8 4	-	-	-	15 10 4	416 18 8	114 8 3
Ongar	- 25	265 14 1	72 13 5	897 1 5	-	-	-	38 18 6	935 19 11	291 1 6
Orsett	- 18	216 11 2	47 18 11	617 3 6	105 14 0	-	-	27 13 6	750 11 0	237 13 1
Rochford	- 28	242 8 3	246 0 2	1,661 11 3	-	-	-	23 13 6	1,685 4 9	258 15 5
Tendring	- 29	230 13 11	56 6 9	1,383 12 9	79 12 0	-	-	13 14 4	1,476 19 1	231 10 8
Walden	- 33	312 8 3	446 19 6	2,358 7 0	232 15 4	-	-	26 7 10	2,617 10 2	1,102 5 7
Winstree and Lexden	- 33	200 7 5	27 18 10	903 6 9	361 14 2	-	-	12 11 11	1,277 12 10	229 5 4
Witham	- 31	340 8 0	182 19 1	1,314 12 6	-	-	-	15 16 3	1,330 8 9	339 13 3
Boroughs, &c.	- 24	230 12 10	17 16 10	6,657 16 8	44 10 4	-	14 0 0	503 11 10	7,219 18 10	2,930 2 11
	421	3,954 1 9	2,029 9 4	31,672 3 9	2,030 12 10	8 14 10	14 0 0	1,003 16 0	34,729 7 5	9,769 5 9

COUNTY OF DORSET.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
32 10 4	80 11 0	50 2 5	4 0 0	8 10 8	10 15 0	-	9 5 6	396 12 8	63 18 9	43 15 1
736 12 10	269 1 1	129 16 4	155 0 0	15 18 0	-	165 13 10	184 9 7	2,849 0 11	227 1 8	174 1 8
130 14 10	44 18 2	40 5 8	5 0 0	10 7 10	1 10 8	-	31 7 4	491 9 4	92 5 7	121 9 6
351 2 2	46 18 2	122 0 6	10 1 4	35 12 4	19 18 1	-	44 4 5	1,477 18 2	284 0 7	75 17 3
754 12 8	434 7 2	207 0 10	32 17 9	143 12 1	-	8 10 0	54 5 6	2,546 19 10	286 5 7	26 1 5
148 13 0	55 6 8	24 13 8	12 0 0	6 11 4	-	-	22 0 4	631 19 2	77 19 4	33 2 2
337 1 9	265 6 4	60 0 3	38 10 5	19 0 0	-	-	27 13 4	1,240 15 8	234 6 8	97 0 6
173 4 6	33 3 3	59 9 5	25 10 0	50 5 11	9 0 5	-	7 10 7	718 7 4	44 5 3	113 9 10
343 6 10	153 15 1	274 4 1	10 0 0	2 5 0	2 12 0	-	7 7 4	1,073 13 10	186 11 7	132 17 10
112 4 2	1,120 7 3	1,209 19 5	222 10 0	11 0 0	-	-	1,380 19 10	5,280 9 7	447 8 6	396 18 7
3,160 3 1	2,503 14 2	2,177 12 8	515 9 1	303 3 2	43 16 2	174 3 10	1,769 3 9	16,707 6 6	1,944 4 6	1,214 13 10

COUNTY OF DURHAM.

206 4 3	159 13 0	8 8 8	12 10 6	23 17 6	2 10 0	43 5 6	130 12 7	1,050 3 8	173 0 10	56 0 11
212 16 2	93 3 6	19 14 0	29 0 3	122 10 0	-	2 14 0	9 19 10	879 9 3	145 0 9	5 6 0
115 0 2	389 8 11	122 4 10	138 17 0	287 6 2	-	51 0 0	46 5 6	1,837 8 1	320 2 5	30 11 6
186 3 7	123 15 0	44 14 8	104 15 0	23 11 7	1 3 10	7 18 0	15 6 4	1,047 4 7	75 17 11	47 12 1
233 12 2	411 17 10	38 10 5	190 4 0	439 17 8	63 6 7	201 11 1	75 8 4	2,744 18 4	256 6 7	120 2 9
354 9 5	573 17 3	101 12 2	117 3 0	98 13 6	96 18 6	66 9 0	141 9 10	2,558 0 2	361 17 0	125 19 11
120 9 10	247 7 5	19 19 10	7 6 8	67 9 7	2 10 0	-	19 1 0	884 16 0	154 19 4	8 1 8
474 1 8	407 16 7	26 13 2	94 8 0	63 3 6	5 0 0	14 2 0	38 14 10	1,845 5 4	429 15 9	57 17 9
204 18 1	83 8 5	117 1 8	149 1 6	32 19 4	19 11 6	-	43 10 6	1,171 16 7	63 17 7	53 2 8
117 0 2	62 18 7	3 11 10	59 10 0	35 4 1	-	-	9 14 7	531 7 7	68 12 4	5 16 5
113 11 6	299 10 5	59 14 3	50 0 0	79 6 9	0 15 0	-	10 3 8	919 17 1	35 2 5	17 7 3
60 0 8	16 10 6	3 8 10	35 0 0	4 8 5	-	-	7 5 8	239 10 6	34 19 10	1 6 7
171 8 4	258 16 2	10 6 0	73 5 6	-	-	75 5 0	22 6 9	1,082 7 5	243 17 0	-
71 14 7	129 18 4	4 18 10	11 8 0	17 15 6	15 12 2	-	7 14 5	419 3 0	130 8 11	0 10 7
115 9 5	173 0 0	6 16 7	25 13 0	-	-	-	8 4 11	584 2 9	136 16 0	0 13 8
370 11 2	138 15 10	19 13 2	60 0 0	-	-	-	19 8 3	1,025 16 9	145 16 10	74 7 3
24 4 3	27 4 5	0 3 0	10 0 0	-	-	44 16 8	7 12 2	184 3 3	10 9 2	0 15 4
3,474 7 1	2,728 14 4	210 1 6	816 2 4	-	-	95 18 10	1,808 12 6	16,994 7 4	140 5 1	893 13 0
6,636 2 1	6,325 16 6	817 13 5	1,994 2 9	1,296 3 7	207 7 7	603 0 1	2,421 6 8	35,999 17 8	2,927 5 9	1,499 5 4

COUNTY OF ESSEX.

513 7 9	584 10 4	461 4 5	208 14 0	169 5 3	-	-	864 13 7	3,833 9 0	271 0 5	41 0 1
305 0 0	601 13 8	180 9 2	86 5 6	324 12 4	3 13 4	-	24 17 0	2,221 10 10	410 10 0	212 4 3
691 6 5	469 9 1	292 1 8	43 10 0	-	-	-	48 10 9	1,908 1 8	395 7 2	33 6 0
363 0 5	385 1 8	113 1 1	46 14 0	235 18 4	-	-	15 11 10	1,384 19 7	249 15 3	94 10 11
163 13 5	374 13 11	129 12 8	67 0 0	37 16 2	-	-	33 19 1	1,411 19 2	375 12 0	71 13 3
233 13 8	500 9 3	299 2 9	138 11 0	325 3 7	-	-	107 15 0	2,080 6 11	470 2 5	241 12 11
202 0 8	199 17 7	87 11 1	36 0 0	-	-	-	7 5 6	800 16 1	151 15 9	-
52 17 0	94 7 10	28 7 8	-	93 12 0	-	20 17 2	13 19 11	445 18 5	74 17 7	13 15 1
243 12 4	387 9 10	155 1 9	10 0 0	19 19 4	5 1 6	-	12 17 2	1,062 13 2	284 6 11	9 12 7
149 7 2	283 12 1	104 0 5	28 0 0	-	-	-	-	765 12 10	79 7 5	50 18 6
35 14 11	200 0 6	100 3 10	2 0 0	-	-	-	10 14 9	465 2 3	84 8 11	37 16 1
199 12 3	296 12 2	100 3 11	17 0 0	-	-	-	28 11 8	933 1 6	240 2 7	44 3 6
117 3 4	197 6 6	56 10 11	15 0 0	105 14 0	-	-	17 13 8	747 1 6	197 11 11	25 10 2
417 17 11	687 3 8	94 10 2	18 11 4	-	-	-	78 0 3	1,554 18 9	304 4 10	177 10 9
405 11 10	452 18 9	260 11 4	20 10 0	79 12 0	-	-	32 11 2	1,483 5 9	206 13 10	38 13 4
276 8 8	411 17 9	200 18 3	64 10 0	232 15 4	-	-	69 16 4	2,356 11 11	424 17 3	300 10 8
32 0 9	358 1 9	174 10 1	56 0 0	361 14 2	-	-	45 2 1	1,256 14 2	241 2 10	47 15 7
306 15 7	298 0 4	193 1 9	32 0 0	-	-	-	57 11 10	1,247 4 11	331 4 1	90 11 4
1,386 0 6	1,033 7 5	791 3 4	238 5 5	44 10 4	-	-	514 5 5	6,937 15 4	582 9 2	87 9 8
6,316 4 7	7,816 14 1	3,822 6 3	1,128 11 3	2,030 12 10	8 14 10	20 17 2	1,983 17 0	32,897 3 9	5,375 10 4	1,618 14 3

COUNTY OF GLOUCESTER.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Berkeley, Dursley, and Wotton-under-Edge } 28	235 16 1	22 0 9	1,222 18 0	- - -	- - -	- - -	11 9 10	1,234 7 10	550 13 11	
Cheltenham - - 20	113 4 4	102 3 9	2,630 6 6	- - -	- - -	74 19 2	16 4 4	2,721 10 0	697 4 3	
Chipping Campden - 25	250 19 11	126 7 10	1,657 1 6	43 6 1	- - -	42 10 1	6 0 0	1,748 17 8	620 0 11	
Cirencester - - 35	338 13 9	100 8 11	1,336 11 9	- - -	- - -	- - -	31 15 0	1,368 6 9	943 15 3	
Coleford - - 23	104 4 8	73 19 4	635 9 4	59 17 3	24 18 5	- - -	4 6 3	724 11 3	367 19 2	
Fairford - - 14	111 1 1	58 16 1	994 16 8	- - -	- - -	46 12 0	4 0 9	1,045 9 5	568 6 3	
Gloucester - - 35	345 8 1	53 7 9	2,073 0 6	92 2 1	47 6 10	12 7 0	8 12 0	2,233 8 5	625 5 1	
Horsley - - 9	120 6 10	16 13 3	452 14 6	14 2 7	- - -	- - -	1 9 2	468 6 11	290 15 10	
Lawford's Gate - 26	398 11 3	0 4 2	2,242 6 9	- - -	- - -	- - -	9 16 1	2,252 2 10	1,016 6 3	
Moreton-in-Marsh - 5	96 11 0	- - -	63 11 5	- - -	- - -	- - -	0 1 0	63 12 5	111 1 3	
Newent - - 15	246 8 4	1 11 1	929 2 5	- - -	- - -	- - -	9 1 9	938 4 2	352 2 0	
Newnham - - 28	120 9 4	50 8 7	513 13 7	9 11 0	- - -	- - -	7 18 7	531 3 2	174 10 5	
Northleach - - 25	133 16 3	117 15 2	1,438 11 4	- - -	- - -	- - -	4 8 8	1,443 0 0	779 1 8	
Sodbury - - 24	141 18 1	73 7 1	1,482 5 7	10 17 6	- - -	- - -	1 4 4	1,494 7 5	913 19 9	
Stow - - 28	145 9 7	140 15 10	1,309 11 1	11 16 0	2 12 4	- - -	36 17 10	1,360 17 6	792 2 1	
Stroud - - 20	92 1 8	11 5 8	741 9 9	2 6 0	- - -	13 16 0	- - -	757 11 2	376 13 0	
Tetbury - - 14	21 14 6	219 17 11	279 12 4	- - -	- - -	- - -	1 6 4	280 18 8	196 14 1	
Tewkesbury - - 16	247 10 3	34 3 10	983 2 10	- - -	- - -	- - -	20 10 5	1,003 13 3	362 18 0	
Thornbury - - 32	191 19 10	34 0 9	652 16 11	265 9 4	0 14 9	- - -	5 6 0	924 7 0	259 11 10	
Whitminster - - 26	130 18 8	41 17 0	1,180 19 0	- - -	- - -	5 5 0	0 15 0	1,186 19 0	483 11 11	
Winchcombe - - 46	213 0 3	128 2 8	1,654 1 1	164 9 8	11 14 0	23 18 10	37 5 4	1,891 8 11	779 16 4	
Boroughs, &c. - - 10	21 16 6	52 15 2	24,336 12 7	- - -	- - -	64 0 0	68 17 6	24,469 10 1	6,438 15 9	
504	3,822 0 3	1,460 2 7	48,810 15 8	673 17 6	87 6 4	283 8 1	287 6 2	50,142 13 9	17,721 5 8	

COUNTY OF HANTS.

Alton - - 25	189 18 7	109 6 1	1,359 8 7	103 0 1	- - -	39 6 0	7 8 7	1,509 3 3	657 13 11
Andover - - 42	409 9 9	52 6 7	564 1 6	36 16 0	2 0 6	- - -	12 12 9	615 10 9	422 0 9
Basingstoke - - 36	189 16 0	64 4 9	1,170 14 8	163 13 8	1 13 10	49 8 0	12 2 4	1,397 12 6	464 7 6
Druxford - - 20	78 15 2	29 19 5	648 13 10	- - -	- - -	- - -	5 11 6	654 5 4	329 19 8
Fareham - - 13	152 19 11	30 2 8	793 8 7	- - -	- - -	- - -	6 8 0	799 16 7	376 12 11
Kingsclere - - 27	150 5 2	119 5 1	914 7 2	54 8 2	5 5 0	- - -	4 18 6	978 18 10	546 16 4
Lymington and New Forest :-									
Hythe District - 8	1 11 6	10 3 11	130 12 5	3 2 4	- - -	- - -	0 10 0	134 4 9	32 16 5
Lymington District 9	47 1 6	7 1 1	676 12 2	- - -	- - -	- - -	18 3 3	694 15 5	105 13 5
Lyndhurst District 4	16 18 4	1 16 4	463 1 5	214 4 8	- - -	- - -	- - -	677 6 1	113 10 4
Odiham - - 23	297 12 9	49 8 11	1,031 18 7	65 1 6	- - -	- - -	28 10 10	1,125 10 11	377 16 7
Petersfield - - 19	157 1 1	42 1 11	1,223 7 10	- - -	- - -	- - -	1 4 0	1,224 11 10	550 6 9
Ringwood - - 33	92 15 1	35 6 7	796 3 1	0 16 6	1 15 7	- - -	21 7 4	820 2 6	192 8 6
Romsey - - 20	96 13 1	27 7 0	487 11 9	- - -	- - -	- - -	5 4 0	492 15 9	192 15 1
Southampton - - 15	134 19 1	20 6 7	474 3 1	20 12 6	- - -	- - -	3 10 0	498 5 7	137 6 7
Winchester - - 30	257 2 3	89 10 7	767 8 8	5 11 0	2 19 8	- - -	1 0 0	776 19 4	308 4 0
" Alresford Dist. 18	49 2 9	38 15 3	459 7 3	- - -	- - -	- - -	11 0 0	470 7 3	214 6 3
Isle of Wight - - 29	- - -	- - -	4,305 18 4	- - -	- - -	- - -	41 10 6	4,347 8 10	2,355 13 9
Boroughs, &c. - - 19	1,644 2 1	35 4 4	20,325 8 1	61 3 0	- - -	593 11 0	1,865 4 2	22,845 4 3	4,315 8 8
390	3,966 3 10	762 7 1	36,592 7 0	728 9 5	13 14 7	682 3 0	2,046 5 9	40,062 19 9	11,595 17 0

- COUNTY OF GLOUCESTER.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
383 5 3	311 17 4	57 7 8	14 0 0	- - -	- - -	- - -	26 3 1	1,343 7 3	141 3 2	96 7 3
680 14 8	793 9 5	74 18 7	122 14 6	- - -	- - -	79 16 2	98 5 0	2,547 2 9	238 0 10	52 13 0
679 3 11	260 12 6	109 3 2	27 0 0	43 6 1	- - -	140 19 0	35 16 10	1,916 1 9	153 14 11	196 6 11
126 18 6	173 16 5	58 15 9	- - -	- - -	- - -	18 8 6	90 2 11	1,411 17 6	265 8 2	70 14 1
107 14 9	123 9 9	23 9 7	27 18 6	59 17 3	24 18 5	- - -	26 0 2	766 7 7	63 0 0	74 11 0
156 15 8	191 7 5	17 18 9	- - -	- - -	- - -	23 14 8	8 10 1	986 12 10	198 5 1	87 3 6
414 6 10	962 14 7	57 16 8	100 5 3	92 2 1	47 6 10	- - -	42 3 10	2,342 1 2	253 3 1	69 15 6
69 0 6	53 9 8	26 19 11	13 0 0	14 2 7	- - -	128 10 9	4 13 1	600 12 4	36 2 5	64 14 11
494 16 9	436 6 10	167 15 1	218 5 0	- - -	- - -	- - -	41 11 6	2,375 1 4	294 8 7	19 0 0
30 15 0	20 19 3	3 9 2	- - -	- - -	- - -	- - -	7 6 9	173 11 5	33 4 6	46 12 6
349 7 10	261 2 0	25 7 0	79 0 0	- - -	- - -	8 5 8	21 10 5	1,096 14 11	120 1 2	33 14 8
127 3 0	165 15 11	81 19 3	- - -	9 11 0	- - -	- - -	31 0 7	590 0 2	105 8 2	94 4 5
110 2 8	271 18 2	50 0 8	15 10 0	- - -	- - -	208 11 4	10 19 4	1,446 3 10	118 1 8	105 4 5
322 12 2	73 0 7	44 14 2	66 0 0	10 17 6	- - -	151 10 0	23 12 7	1,606 6 9	84 18 4	128 6 8
211 15 2	224 8 1	31 11 4	- - -	11 16 0	2 12 4	- - -	26 11 1	1,300 16 1	152 2 1	87 6 11
135 15 8	97 15 9	32 9 10	40 0 0	2 6 0	- - -	148 8 9	20 16 10	854 5 10	50 19 1	66 17 2
35 16 0	22 4 10	3 7 8	3 0 0	- - -	- - -	4 10 0	3 5 9	268 18 4	29 0 2	215 3 3
336 18 10	382 7 7	59 19 1	30 0 0	- - -	- - -	- - -	15 14 7	1,087 18 1	150 10 8	21 9 1
124 18 7	247 5 4	41 16 9	18 0 0	265 9 4	0 14 9	- - -	33 5 0	991 5 7	131 11 8	40 11 2
214 13 8	416 13 2	48 19 11	5 0 0	- - -	- - -	7 10 0	22 1 5	1,218 10 2	134 18 11	77 8 5
495 3 6	245 0 1	42 12 9	13 2 0	164 9 8	11 14 0	128 11 3	62 18 6	1,943 8 1	259 11 10	226 13 5
6,929 10 8	9,836 13 11	126 14 3	1,007 8 2	- - -	- - -	- - -	126 8 3	24,465 11 0	12 0 6	39 0 1
12,457 8 11	15,577 8 7	1,187 7 0	1,800 3 5	673 17 6	87 6 4	1,048 16 1	779 1 8	51,332 14 9	3,025 15 0	1,853 18 4

- COUNTY OF HANTS.

249 16 5	110 5 10	110 0 5	94 5 0	103 0 1	- - -	1 10 0	33 11 9	1,360 3 5	291 9 9	61 17 5
60 9 0	54 11 10	53 7 11	15 0 0	36 16 0	2 0 6	0 1 11	29 10 0	673 17 9	351 10 6	52 14 4
332 11 8	152 16 3	53 14 8	68 0 0	163 13 8	1 13 10	- - -	21 7 0	1,258 4 7	324 9 11	59 10 9
108 7 2	48 2 3	64 8 8	63 19 5	- - -	- - -	24 7 11	11 17 6	651 2 2	87 17 2	35 18 3
149 14 6	132 16 11	170 5 8	10 0 0	- - -	- - -	42 0 0	14 18 11	796 8 8	149 6 10	23 1 11
90 9 8	19 0 3	76 4 10	62 0 0	54 8 2	5 5 0	- - -	87 5 5	943 9 8	132 16 7	66 7 4
40 6 2	0 10 0	48 19 0	5 0 0	3 2 4	- - -	- - -	3 5 10	134 3 9	2 18 10	11 10 3
259 15 6	95 19 1	246 3 10	- - -	- - -	- - -	- - -	16 19 10	724 11 11	44 10 8	34 6 6
55 0 1	77 5 2	158 1 9	54 17 0	214 4 11	- - -	- - -	17 12 0	690 11 0	10 9 5	8 12 4
300 4 14	94 2 4	147 2 7	55 10 0	65 1 6	- - -	- - -	47 7 4	1,087 5 3	303 5 1	16 15 7
200 0 8	148 3 10	73 1 4	45 0 0	- - -	- - -	49 12 6	32 3 5	1,098 8 7	290 1 4	48 18 11
351 5 7	52 7 11	145 11 4	40 0 9	0 16 6	1 15 7	- - -	20 9 11	804 16 1	106 11 1	33 16 2
75 8 6	21 15 10	33 8 4	62 10 0	- - -	- - -	- - -	25 18 9	411 16 6	155 9 9	5 4 3
136 4 5	41 5 11	79 7 6	45 0 0	20 12 6	- - -	25 12 4	16 18 6	502 7 9	129 1 8	18 11 4
340 7 2	117 0 9	48 8 3	44 10 0	5 11 0	2 19 8	23 0 0	13 2 0	803 2 10	199 10 10	58 2 8
118 3 7	34 13 0	39 10 5	36 10 0	- - -	- - -	21 0 0	12 4 8	476 7 11	48 18 8	44 11 10
1,253 2 6	16 16 4	59 10 10	- - -	- - -	- - -	- - -	662 5 5	4,347 8 10	- - -	- - -
562 4 2	6,350 0 4	1,014 14 7	1,576 7 8	61 3 0	- - -	- - -	8,945 5 10	22,825 3 10	1,685 5 11	56 7 9
4,583 11 8	7,567 13 10	2,622 1 11	2,278 9 10	728 9 5	13 14 7	187 4 1	10,012 7 11	39,589 10 3	4,313 14 0	636 7 9

COUNTY OF HEREFORD. - - - - -

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bromyard	- 38	256 7 2	33 9 1	1,285 0 4	- - -	- - -	- - -	10 6 8	1,295 7 0	565 4 11	
Dore	- 35	120 9 7	70 7 10	1,536 16 7	23 12 8	0 2 6	- - -	0 14 0	1,561 5 9	933 1 8	
Harewood's End	- 25	74 14 11	158 2 7	1,285 14 8	- - -	- - -	- - -	5 10 6	1,291 5 2	616 13 8	
Hereford	- 34	222 12 10	111 11 3	1,491 1 2	4 0 0	- - -	- - -	2 17 6	1,497 18 8	599 8 0	
Kington	- 19	93 19 6	76 13 8	812 19 7	- - -	- - -	- - -	0 13 9	813 13 4	309 13 8	
Ledbury	- 29	246 2 4	33 18 5	979 7 3	- - -	- - -	- - -	1 0 0	980 7 3	452 12 4	
Leominster	- 39	210 10 8	93 5 1	1,130 14 10	36 7 9	- - -	- - -	- - -	1,167 2 7	558 17 11	
Ross	- 20	86 5 0	156 18 1	1,064 10 5	- - -	- - -	- - -	11 5 0	1,075 15 5	386 18 10	
Weobley	- 36	48 14 2	133 3 8	1,067 16 8	35 13 9	- - -	- - -	- - -	1,103 10 5	413 16 8	
Whitney	- 15	40 16 3	30 6 2	317 13 5	- - -	- - -	- - -	- - -	317 13 5	132 4 9	
Wigmore	- 28	252 15 10	67 0 5	384 2 10	- - -	- - -	33 16 6	1 19 0	419 18 4	334 13 10	
Boroughs, &c.	- 4	72 11 0	379 11 9	1,890 7 7	- - -	- - -	- - -	1,454 5 11	3,344 13 6	284 15 10	
	322	1,725 19 3	1,344 8 0	13,246 5 4	99 14 2	0 2 6	33 16 6	1,488 12 4	14,868 10 10	5,588 2 1	

COUNTY OF HERTFORD. - - - - -

Albans, St.	- 13	131 14 9	110 19 3	840 9 5	6 12 0	- - -	- - -	11 11 0	858 12 5	385 13 5
Albury	- 7	97 12 2	13 17 5	414 14 11	26 10 0	- - -	- - -	- - -	441 4 11	273 1 3
Bishop Stortford	- 3	65 17 8	20 4 5	917 8 6	- - -	- - -	- - -	6 1 0	923 9 6	267 8 3
Buntingford	- 14	134 15 3	10 19 5	367 11 11	- - -	- - -	- - -	1 0 0	368 11 11	220 2 9
Cheshunt	- 4	12 8 5	5 8 2	200 13 5	- - -	- - -	- - -	7 18 8	208 12 5	52 10 2
Chipping Barnet	- 5	16 6 9	27 0 5	576 15 6	13 19 6	- - -	- - -	2 19 9	593 14 9	119 6 11
Dacorum	- 21	394 16 8	92 17 2	2,428 7 2	- - -	- - -	- - -	174 19 4	2,603 6 6	860 0 1
Hertford	- 10	231 13 8	30 10 11	766 5 2	- - -	- - -	- - -	5 18 1	772 3 3	317 13 8
Hitchin	- 10	80 19 1	21 5 5	439 7 2	- - -	- - -	- - -	2 14 4	442 1 6	239 12 8
Odsey	- 14	94 8 0	177 18 6	760 13 3	- - -	9 7 0	- - -	235 2 0	1,005 2 3	427 10 7
Stevenage	- 18	288 10 3	96 10 1	969 18 9	2 1 5	- - -	- - -	4 12 4	976 12 7	571 16 4
Ware	- 10	157 1 4	56 5 0	576 11 2	- - -	- - -	- - -	7 1 2	583 12 4	318 8 1
Watford	- 6	64 12 4	54 11 4	875 12 2	- - -	- - -	- - -	2 13 11	878 5 1	372 0 0
Welwyn	- 4	23 16 1	5 13 8	114 8 9	- - -	- - -	- - -	- - -	114 8 9	80 15 2
Boroughs, &c.	- 16	107 18 0	378 5 11	4,717 19 9	30 12 4	- - -	- - -	19 13 11	4,768 6 0	1,705 0 0
	155	1,902 10 5	1,102 6 11	14,966 17 4	79 15 4	9 7 0	- - -	482 5 6	15,538 5 2	6,210 19 4

COUNTY OF HUNTINGDON. - - - - -

Hurstingstone	- 24	371 12 3	774 7 11	3,613 16 9	- - -	- - -	- - -	131 3 1	3,744 19 10	687 6 7
Leightonstone	- 30	219 3 7	153 13 9	1,569 17 4	- - -	- - -	- - -	288 18 3	1,858 15 7	1,140 14 10
Norman Cross	- 26	180 1 5	85 2 0	1,567 1 9	- - -	- - -	- - -	76 15 1	1,643 16 10	732 11 4
Toseland	- 21	138 0 0	101 10 7	1,174 9 2	- - -	- - -	- - -	56 8 11	1,230 18 1	499 16 8
Boroughs, &c.	- 7	37 10 4	- - -	797 8 0	- - -	- - -	25 0 0	17 18 6	840 6 6	203 13 10
	108	946 7 7	1,114 14 3	8,722 13 0	- - -	- - -	25 0 0	571 3 10	9,318 16 10	3,264 3 3

- - - - - COUNTY OF HEREFORD.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
235 6 6	73 9 4	56 5 10	40 13 0	- - -	- - -	246 10 0	51 1 6	1,298 11 1	294 18 6	65 4 6
396 15 11	143 0 8	36 9 7	45 17 0	23 12 8	0 2 6	- - -	47 5 11	1,626 5 11	81 16 8	96 15 1
325 10 5	150 15 7	30 10 3	67 10 0	- - -	- - -	23 5 0	29 4 6	1,243 9 5	120 10 8	156 2 7
273 10 7	323 5 2	40 14 3	55 10 3	4 0 0	- - -	- - -	22 11 10	1,319 0 1	342 7 4	52 7 2
139 16 3	298 0 2	10 16 0	55 10 0	- - -	- - -	5 5 7	10 12 2	829 13 10	46 8 5	45 3 1
317 3 2	225 6 3	21 3 7	57 12 0	- - -	- - -	77 0 0	35 19 10	1,186 17 3	134 4 1	128 10 2
246 12 10	217 6 4	29 6 3	49 17 6	36 7 9	- - -	66 19 3	13 4 11	1,218 12 9	200 6 4	134 10 11
205 10 8	203 9 7	26 17 1	61 0 0	- - -	- - -	40 0 0	27 1 5	950 17 8	172 0 6	117 15 10
163 0 6	234 8 0	15 2 9	3 8 0	35 13 9	- - -	99 15 3	33 18 2	1,019 3 1	108 15 1	108 17 3
35 10 0	60 10 6	7 9 3	- - -	- - -	- - -	- - -	5 18 6	241 13 0	95 18 7	9 8 1
147 14 2	40 0 3	8 12 5	- - -	- - -	- - -	- - -	14 11 6	545 12 5	155 7 3	95 5 11
213 8 9	292 13 2	186 3 1	134 3 3	- - -	- - -	- - -	1,916 13 8	3,027 17 9	41 8 0	31 13 0
2,740 0 2	2,262 5 0	469 10 4	571 1 0	99 14 2	0 2 6	358 15 1	2,208 3 11	14,497 14 3	1,794 1 5	1,041 13 7

- - - - - COUNTY OF HERTFORD.

60 5 6	102 2 6	106 16 7	28 3 10	6 12 0	- - -	- - -	31 17 2	721 17 0	170 11 2	13 0 3
66 15 8	22 4 11	83 8 5	- - -	26 10 0	- - -	- - -	6 19 6	478 19 9	66 17 11	20 18 0
297 11 11	177 7 0	163 6 8	82 7 9	- - -	- - -	- - -	17 15 7	1,005 17 2	0 7 7	37 2 0
30 14 0	129 1 0	38 8 0	5 0 0	- - -	- - -	- - -	1 18 1	445 3 10	91 14 7	44 10 8
70 4 0	27 15 4	72 4 11	5 0 0	- - -	- - -	- - -	9 17 11	237 12 4	17 19 0	39 18 8
87 2 11	143 7 2	117 9 2	50 0 0	13 19 0	- - -	- - -	17 6 5	548 12 5	42 5 1	7 16 3
191 3 2	554 2 8	663 6 10	32 9 0	- - -	- - -	- - -	472 17 0	2,773 19 3	251 17 2	120 10 5
142 12 2	184 1 9	68 12 9	39 19 5	- - -	- - -	- - -	13 18 1	766 17 10	234 5 3	27 17 1
48 6 7	92 16 6	21 13 6	- - -	- - -	- - -	- - -	8 9 0	410 18 3	112 19 10	22 2 11
208 15 2	306 3 4	125 7 1	37 10 0	- - -	9 7 0	4 10 4	23 9 2	1,142 12 8	52 0 10	273 1 9
154 17 2	178 12 10	120 9 10	51 15 0	2 1 6	- - -	13 13 7	23 3 6	1,116 9 9	181 8 8	129 5 8
69 5 1	55 8 4	166 11 4	20 0 0	- - -	- - -	- - -	15 9 8	665 2 6	91 13 3	72 7 1
158 3 11	228 16 2	82 0 3	40 0 0	- - -	- - -	- - -	32 8 1	913 2 5	21 8 6	46 9 10
23 6 2	35 12 9	25 6 3	- - -	- - -	- - -	- - -	8 3 0	172 3 4	8 3 4	47 13 6
307 6 7	629 0 2	978 8 10	210 17 0	30 12 4	- - -	- - -	498 2 11	4,359 7 10	282 18 4	144 8 1
1,966 10 0	2,866 18 5	2,833 10 9	603 2 0	79 15 4	9 7 0	18 3 11	1,181 15 7	15,759 2 4	1,626 10 2	1,047 4 2

- - - - - COUNTY OF HUNTINGDON.

940 16 0	915 7 7	839 7 5	59 10 0	- - -	- - -	- - -	67 4 6	3,509 12 1	471 4 11	638 12 10
226 1 8	250 14 2	82 7 0	11 0 0	- - -	- - -	49 16 6	95 17 3	1,856 11 5	198 5 11	130 11 11
236 2 11	542 14 3	102 0 1	- - -	- - -	- - -	- - -	120 3 11	1,753 12 6	155 7 1	170 3 4
190 8 6	164 4 0	127 12 10	1 0 0	- - -	- - -	52 10 0	91 13 2	1,127 5 2	177 14 10	37 12 6
94 4 10	142 11 7	83 6 10	94 15 4	- - -	- - -	- - -	125 10 1	744 2 6	150 1 5	16 7 1
1,707 13 11	2,015 11 7	1,234 14 2	166 5 4	- - -	- - -	102 6 6	500 8 11	8,991 3 8	1,152 14 2	993 7 8

COUNTY OF KENT.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.								Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Ashford - - - 47	897 5 8	226 17 6	3,926 3 2	175 18 2	4 14 5	6 17 8	192 11 5	6,306 4 10	2,018 13 10		
Augustine, East - - 57	658 7 0	147 3 10	2,837 16 2	10 0 0	- - -	- - -	2 19 3	2,850 15 5	1,035 19 4		
Augustine, West - - 22	218 14 1	230 13 4	1,822 3 4	- - -	- - -	- - -	9 1 8	1,831 5 0	499 5 10		
Aylesford, East - - 30	552 7 4	118 16 5	3,178 4 6	- - -	- - -	- - -	21 14 0	3,199 18 6	1,152 4 19		
Aylesford, North - - 24	465 9 0	68 6 0	2,414 12 3	- - -	- - -	- - -	21 15 0	2,436 7 3	694 9 6		
Aylesford, Upper South 31	477 13 5	157 17 3	3,375 6 1	- - -	0 14 0	- - -	75 13 9	3,451 13 10	1,160 7 2		
Bromley - - - 18	371 18 0	84 4 4	2,300 17 10	24 4 1	- - -	- - -	173 4 2	2,498 6 1	950 15 13		
Greenwich - - - 1	- - -	- - -	69 1 10	- - -	- - -	- - -	- - -	69 1 10	12 7 6		
Romney Marsh Liberty (part) 10	67 2 5	5 10 10	770 17 10	- - -	- - -	- - -	4 18 8	775 16 6	225 7 8		
Scray, Lower - - 13	891 4 4	104 2 0	3,952 3 10	266 17 0	3 14 1	- - -	27 18 1	4,250 13 0	942 0 3		
Scray, Upper - - 47	663 9 2	41 10 10	3,105 2 9	- - -	- - -	- - -	3 7 10	3,108 10 7	1,355 9 4		
Sevenoaks - - 10	148 10 4	28 17 0	1,566 0 4	- - -	- - -	- - -	15 17 2	1,581 17 6	672 2 8		
Shepway, Upper - - 23	269 6 4	183 12 9	1,613 4 3	2 5 10	2 1 6	0 9 0	44 17 11	1,662 18 6	707 9 11		
Sutton-at-Hone, Upper 19	322 6 11	51 6 6	1,768 0 10	26 2 8	- - -	- - -	9 12 9	1,803 16 3	806 17 9		
Tonbridge - - 13	409 7 4	6 7 5	2,450 15 8	986 6 7	- - -	- - -	69 1 2	3,506 3 5	926 13 0		
Tunbridge Wells - 3	32 1 9	6 9 5	354 18 9	- - -	- - -	- - -	- - -	354 18 9	119 3 9		
Boroughs, &c. - - 51	1,678 14 2	155 5 0	26,180 10 2	68 0 0	- - -	- - -	2,055 11 5	28,304 1 7	8,722 13 2		
Metropolitan District (in respect of the County of Kent) - - - 4	283 19 2	- - -	15,061 0 1	- - -	- - -	- - -	194 10 6	15,255 10 7	3,321 6 5		
423	8,412 16 5	1,617 0 5	78,746 19 8	1,559 14 4	11 4 0	7 6 8	2,922 14 9	83,247 19 5	35,223 8 8		

* The remaining Returns for Romney Marsh Liberty are included in Lower Scray and Upper Shepway Divisions.

COUNTY OF LANCASTER.

Ashton-under-Lyne - 14	78 11 3	17 4 10	757 6 1	- - -	- - -	- - -	18 12 2	775 18 3	325 5 4	
Blackburn, Lower - 32	300 8 11	277 18 9	3,918 7 4	257 19 6	123 4 5	- - -	124 3 5	4,423 14 8	1,217 7 4	
Blackburn, Upper - 40	431 6 11	135 18 1	2,146 14 3	3 10 0	3 10 0	15 0 0	55 7 8	2,224 1 11	835 10 8	
Bolton - - - 34	423 3 2	216 3 5	4,533 11 0	- - -	- - -	414 5 6	220 10 2	5,173 6 8	1,890 6 0	
Bury - - - 18	781 19 2	1,223 14 4	2,827 8 3	- - -	- - -	- - -	62 8 7	2,889 16 10	1,226 14 0	
Childwall - - 7	109 0 7	91 19 9	1,537 17 2	- - -	- - -	- - -	7 13 0	1,545 10 2	730 5 0	
Garstang - - 27	219 2 10	18 18 1	1,357 10 7	225 0 8	15 7 1	42 1 0	5 6 0	1,645 5 4	587 0 3	
Hawkshead - - 12	54 6 8	19 5 6	248 8 1	13 2 3	9 1 1	- - -	1 14 2	272 6 7	187 10 4	
Kirkdale - - 15	916 4 5	31 10 4	6,350 9 9	90 11 8	63 1 10	- - -	449 15 6	6,953 18 9	1,819 14 3	
Kirkham - - 29	148 18 0	72 11 5	1,259 9 8	135 10 0	27 15 2	- - -	17 6 5	1,440 1 3	401 15 5	
Leyland - - 41	443 6 11	219 19 3	4,174 9 2	764 7 9	238 11 2	85 14 6	36 1 2	5,299 3 9	1,407 8 10	
Lonsdale, North - 39	359 17 1	69 12 3	1,713 8 4	164 18 0	7 6 11	- - -	57 9 3	1,943 2 3	1,224 7 4	
Lonsdale, South - 30	313 9 4	- - -	1,499 19 1	15 1 9	- - -	- - -	31 17 8	1,546 18 6	923 9 11	
„ Hornby, Sub-Div. 18	40 12 8	4 9 1	305 14 11	34 3 3	4 18 4	- - -	13 8 9	358 5 3	203 15 5	
Manchester - - 33	512 0 1	99 4 1	4,504 5 2	89 3 6	2 8 2	250 1 4	142 2 6	4,988 0 8	1,433 7 8	
Middleton - - 31	280 19 3	171 10 8	2,893 14 4	14 5 5	12 4 8	- - -	96 17 1	3,017 1 6	1,135 11 0	
Oldham - - - 7	76 18 2	22 14 1	2,124 11 6	- - -	- - -	- - -	67 13 4	2,192 4 10	852 17 9	
Ormskirk - - 17	477 11 8	10 17 4	4,539 10 5	233 13 0	- - -	- - -	47 15 6	4,820 18 11	1,087 8 2	
Prescot - - 16	439 11 7	192 16 0	4,856 6 6	- - -	- - -	- - -	38 0 1	4,894 6 7	2,066 18 8	
Preston - - 25	151 19 3	11 9 0	859 12 8	355 12 0	223 10 1	48 1 0	8 0 9	1,494 16 6	237 2 3	
Warrington - - 42	488 4 2	595 10 9	7,713 16 2	724 7 5	14 17 2	89 11 11	107 10 9	8,650 3 5	3,104 2 0	
Boroughs, &c. - - 52	7,332 4 8	11,773 0 5	135,250 15 9	59 8 4	- - -	227 10 0	61,105 2 1	196,642 16 2	74,367 9 1	
579	14,379 16 9	15,276 7 2	195,378 6 2	3,180 14 6	745 15 10	1,172 5 3	62,714 16 0	263,191 17 9	97,285 7 6	

COUNTY OF LEICESTER.

Ashby-de-la-Zouch - 27	83 4 4	97 10 9	934 17 5	57 18 6	- - -	- - -	84 18 7	1,077 14 6	247 2 4	
Belvoir - - 10	240 3 8	25 19 9	1,297 19 9	44 19 4	- - -	10 0 0	0 6 8	1,353 5 9	634 0 1	
Leicester - - 54	306 1 1	145 18 8	3,054 6 5	70 3 2	23 18 7	48 9 6	252 9 6	3,449 7 2	870 8 11	
Loughborough - - 27	260 2 10	136 4 4	1,913 14 7	12 15 0	- - -	3 6 8	349 7 2	2,279 3 5	906 13 0	
Lutterworth - - 34	461 8 1	64 15 7	1,238 10 3	137 15 5	- - -	- - -	136 2 2	1,512 7 10	497 0 1	
Market Bosworth - 48	292 12 9	52 11 5	1,421 12 6	57 14 0	- - -	52 0 0	105 9 9	1,636 16 3	587 4 8	
Market Harborough - 24	200 7 6	33 8 5	1,481 16 3	- - -	- - -	- - -	112 7 4	1,594 3 7	470 1 0	
Melton Mowbray - 60	717 19 3	112 10 7	6,403 13 11	- - -	- - -	- - -	123 19 5	6,529 13 4	2,286 15 8	
Norton, East - - 33	120 5 8	112 16 3	1,530 3 3	30 2 11	0 19 0	- - -	153 8 4	1,714 13 6	503 17 9	
Boroughs, &c. - - 7	- - -	213 15 11	3,767 14 3	- - -	- - -	- - -	364 5 9	4,132 0 0	1,731 19 10	
324	2,682 5 2	995 11 8	23,044 8 7	411 8 4	24 17 7	113 16 2	1,684 14 8	25,279 5 4	8,733 8 0	

COUNTY OF KENT.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,411 12 4	1,181 8 2	375 3 9	443 19 7	175 18 2	4 14 5	198 18 2	317 5 2	6,127 15 7	1,058 9 10	209 12 5
545 1 11	497 2 7	292 16 6	191 18 10	10 0 0	-	14 8 3	97 16 5	2,685 3 10	755 2 9	78 8 0
270 15 10	189 8 11	195 9 5	128 14 10	-	-	-	78 15 11	1,362 10 9	490 4 7	33 9 7
320 10 2	753 14 0	129 14 11	186 5 0	-	-	64 8 1	114 8 9	2,721 5 9	972 14 5	60 10 9
257 14 8	856 17 5	212 1 8	103 10 3	-	-	56 2 8	31 7 10	2,212 3 2	666 0 0	44 12 11
239 16 8	811 3 8	150 9 1	281 4 10	-	0 14 0	73 1 11	171 4 6	3,388 1 8	521 17 1	138 8 9
516 10 8	595 10 10	267 18 7	121 17 2	24 4 1	-	-	157 9 11	2,634 7 1	426 3 2	274 10 6
31 14 6	10 5 9	5 13 1	-	-	-	-	0 11 0	60 11 10	8 10 0	-
249 17 10	160 11 4	23 12 8	40 18 4	-	-	-	19 18 8	720 6 6	130 9 6	13 7 11
1,454 19 6	818 14 9	115 10 4	395 0 0	266 17 0	3 14 1	244 8 5	376 15 4	4,619 19 7	447 16 10	30 1 1
230 9 10	937 0 6	169 14 2	20 0 0	-	-	-	275 13 9	2,888 7 7	918 1 6	71 0 2
303 8 5	233 11 7	221 17 11	104 0 0	-	-	-	23 17 8	1,558 18 3	197 1 4	54 8 9
264 12 6	293 14 3	54 15 3	131 3 2	2 5 10	2 1 6	45 2 7	44 6 8	1,547 11 8	309 10 7	108 10 2
210 1 9	391 3 0	142 3 2	91 11 6	26 2 8	-	2 0 0	48 11 9	1,718 11 7	431 2 2	74 17 1
281 16 4	366 15 5	497 17 2	121 0 6	996 6 7	-	24 15 0	374 14 2	3,579 18 2	431 11 5	102 6 3
142 3 2	53 15 6	20 0 8	35 0 0	-	-	8 5 0	5 4 10	383 12 11	12 3 8	15 5 6
3,276 15 7	4,924 6 5	3,499 9 2	1,801 19 8	68 0 0	-	112 4 6	6,373 7 3	27,878 15 9	2,433 4 0	484 9 0
1,390 0 10	3,860 11 0	1,399 4 9	966 6 10	-	-	292 10 0	1,834 2 11	13,064 2 9	2,475 7 0	-
1,002 2 6	16,935 15 1	7,773 12 3	5,164 10 6	1,559 14 4	11 4 0	1,136 4 7	10,345 12 6	79,152 4 5	12,685 9 10	1,793 18 10

COUNTY OF LANCASTER.

43 11 2	151 12 2	17 19 0	55 19 6	-	-	20 0 0	37 17 3	652 4 5	209 11 8	24 11 5
424 7 5	988 6 10	112 9 11	294 5 9	257 19 6	123 4 5	275 5 1	278 11 1	3,971 17 4	515 11 0	41 3 6
405 1 3	588 12 1	50 0 3	112 15 1	3 10 0	3 10 0	77 1 6	44 0 9	2,120 1 7	544 8 10	144 19 8
904 5 2	1,130 7 6	235 0 0	470 12 10	-	-	40 0 0	93 7 0	4,763 18 6	650 17 6	34 9 7
353 15 2	603 2 5	94 4 3	230 14 7	-	-	100 0 0	329 13 10	2,938 4 3	677 8 5	1,167 11 0
254 15 2	439 7 11	37 13 9	158 13 0	-	-	-	12 9 2	1,633 4 0	95 8 1	166 1 1
234 12 1	359 6 2	284 1 4	37 18 0	225 0 8	15 7 1	-	26 6 8	1,773 12 5	248 0 5	176 2 9
13 6 4	3 16 2	6 5 9	4 0 0	13 2 3	9 1 1	-	8 6 8	245 8 7	67 18 1	5 19 11
364 16 10	2,051 6 2	706 5 2	570 1 9	90 11 8	63 1 10	-	1,245 1 3	7,110 19 5	892 14 3	165 0 10
461 9 3	163 5 2	68 1 9	60 6 8	135 10 0	27 15 2	-	64 18 10	1,383 2 1	162 14 9	29 9 0
363 17 6	1,320 4 6	279 15 5	260 4 6	764 7 9	238 11 2	52 14 4	139 1 10	5,046 5 10	617 16 8	141 11 1
95 14 1	128 12 2	55 4 6	75 3 6	164 18 0	7 6 8	33 14 11	53 16 10	1,838 18 0	409 7 9	14 18 8
253 12 2	273 15 5	67 6 11	91 2 6	15 1 9	-	-	14 16 1	1,669 4 9	236 16 6	43 13 5
24 9 10	11 2 9	13 6 1	21 10 0	34 3 3	4 18 4	-	5 13 6	318 19 2	76 8 1	0 18 5
622 8 6	1,141 6 8	151 17 7	273 16 11	89 3 6	2 8 2	247 0 0	216 8 2	4,197 17 2	1,204 3 11	1 4 5
252 19 6	1,101 7 11	57 12 11	68 0 0	14 5 5	12 4 8	35 0 0	133 10 6	2,810 11 11	543 12 10	227 14 5
225 0 6	750 19 9	93 19 5	115 0 0	-	-	-	192 19 6	2,231 16 11	58 6 11	43 14 11
652 17 10	1,641 1 3	415 6 6	303 17 0	233 13 0	-	-	267 1 8	4,601 5 10	686 7 5	-
1,134 6 11	955 18 7	190 17 4	415 0 0	-	-	-	72 18 1	4,835 19 4	393 18 10	90 16 0
154 16 10	397 2 6	55 1 1	81 0 0	355 12 0	223 10 1	14 4 6	30 7 10	1,552 17 1	120 11 2	38 1 6
922 8 1	2,330 4 10	269 7 5	569 10 9	724 7 5	14 17 2	2 0 0	184 11 4	8,121 9 0	676 0 3	254 12 5
15,313 8 9	69,247 18 7	7,435 12 7	7,914 17 2	59 8 4	-	-	10,202 8 1	187,541 2 7	13,810 14 8	9,149 16 10
1,935 0 4	85,778 17 6	10,697 8 11	12,184 9 6	3,180 14 6	745 15 10	897 0 4	13,654 5 11	251,359 0 2	22,900 18 0	11,964 10 10

COUNTY OF LEICESTER.

169 4 6	130 18 10	337 17 9	13 10 10	57 18 6	-	-	61 15 11	1,038 3 8	95 4 10	70 0 5
166 1 1	374 16 3	105 12 0	64 10 0	44 19 4	-	-	14 6 1	1,404 4 10	179 14 6	16 9 8
362 18 7	1,064 6 8	548 8 1	41 9 6	70 3 2	23 18 7	-	153 8 6	3,141 2 0	556 16 11	88 9 4
503 19 9	454 18 8	248 16 8	19 0 0	12 15 0	-	-	80 8 0	2,226 13 1	313 0 11	136 12 1
242 5 1	544 14 2	210 8 6	-	137 15 5	-	-	41 3 5	1,673 6 8	297 8 9	61 15 1
197 1 7	521 8 11	217 11 4	52 2 7	57 14 0	-	-	70 1 11	1,703 4 9	225 9 8	51 16 10
225 19 5	754 12 6	133 1 8	34 16 6	-	-	-	17 13 9	1,636 4 10	164 17 11	40 0 1
1,468 1 4	2,199 13 10	490 5 8	126 10 0	-	-	-	54 12 8	6,645 19 1	596 1 11	106 19 0
323 6 8	431 4 10	214 15 8	24 1 0	30 2 11	0 19 0	-	65 13 6	1,597 1 4	231 3 10	106 2 3
195 16 8	695 10 5	439 13 10	909 1 3	-	-	-	13 17 9	3,985 19 7	-	67 15 6
1,900 14 6	7,172 0 1	2,946 11 2	1,285 1 8	411 8 4	24 17 7	-	576 1 6	25,051 19 10	2,659 19 3	746 0 3

COUNTY OF LINCOLN.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
PARTS OF HOLLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Returns.										
Elloe - - - 15	303 1 9	185 12 11	6,662 3 10	713 6 8	63 9 9	210 0 0	49 12 8	7,698 12 11	1,700 16 11	
Kirton and Skirbeck - 23	445 2 0	72 7 3	9,773 14 6	- - -	- - -	- - -	116 9 4	9,890 3 10	2,273 19 3	
PARTS OF KESTEVEN.										
Aveland - - - 22	435 12 8	21 19 7	2,505 6 3	- - -	- - -	300 0 0	87 10 10	2,892 17 1	1,915 8 8	
Beltisloe - - - 26	307 4 7	26 10 9	1,635 13 1	- - -	- - -	- - -	38 0 8	1,673 13 9	1,188 4 6	
Lincoln - - - 35	407 10 9	135 7 9	4,189 14 2	51 5 0	- - -	- - -	287 11 2	4,528 10 4	2,530 12 11	
Loveden - - - 34	783 5 7	242 15 2	4,577 4 8	161 2 11	- - -	- - -	142 17 3	4,881 4 10	2,127 1 6	
Ness - - - 15	356 6 0	20 18 0	1,865 10 1	4 10 0	4 14 2	- - -	25 15 6	1,900 9 9	843 12 6	
Sleaford - - - 57	794 6 8	172 19 6	7,721 15 5	21 6 0	- - -	- - -	234 8 10	7,977 10 3	3,697 18 8	
Winnibriggs and Threoe 16	290 8 1	12 8 11	1,448 10 0	22 10 0	- - -	- - -	7 3 6	1,478 3 6	729 4 6	
PARTS OF LINDSEY.										
Bradley-Haverstoe - 36	288 2 6	393 12 11	3,003 15 7	565 6 7	- - -	- - -	98 10 0	3,667 12 2	1,157 6 4	
Calceworth - - - 36	269 2 2	133 5 0	4,702 3 6	- - -	- - -	- - -	22 10 6	4,724 14 0	909 8 4	
Gainsborough - - - 26	247 7 9	34 6 7	2,948 12 4	- - -	- - -	- - -	160 19 10	3,109 12 2	1,252 14 1	
Horncastle - - - 63	357 7 2	198 1 9	4,469 6 2	11 7 0	- - -	- - -	178 12 0	4,659 5 2	1,557 0 10	
Lincoln - - - 54	696 11 9	105 7 9	4,792 0 8	290 10 6	13 12 0	16 5 6	97 11 5	5,210 0 1	1,977 0 9	
Louth - - - 51	229 16 3	54 11 3	3,507 18 5	832 18 5	63 0 0	- - -	58 19 1	4,462 15 11	939 16 4	
Manley, Western - 14	436 19 6	4 1 11	4,088 16 11	- - -	- - -	- - -	87 15 1	4,176 12 0	1,418 8 1	
Spilsby - - - 58	489 9 7	261 4 6	7,064 14 1	- - -	- - -	- - -	54 14 5	7,119 8 6	1,624 5 2	
Walshcroft - - - 24	296 14 4	185 10 0	3,425 5 4	192 17 7	4 13 1	- - -	110 10 0	3,733 6 0	1,020 12 6	
Winterton - - - 31	654 14 7	61 11 1	3,197 17 1	279 11 9	10 0 0	- - -	136 7 1	3,623 15 11	1,873 18 3	
Wraggøe - - - 33	178 9 9	69 5 0	1,704 13 10	409 6 10	- - -	4 14 0	5 8 0	2,124 2 8	639 17 1	
Yarborough, Northern - 12	413 15 7	29 11 6	3,081 10 4	- - -	- - -	- - -	234 18 4	3,316 8 8	1,299 2 3	
Yarborough, Southern - 26	387 18 6	75 3 11	3,317 17 5	116 5 6	- - -	- - -	235 8 11	3,669 11 10	1,245 5 6	
Boroughs, &c. - - 30	1,671 10 8	1,653 1 7	15,204 8 0	16 18 5	18 1 10	82 0 10	923 13 10	16,245 2 11	3,595 10 2	
737	10,740 18 2	4,154 14 7	104,888 11 8	3,689 3 2	177 10 10	613 0 4	3,395 9 8	112,763 14 3	37,521 2 1	

COUNTY OF MIDDLESEX.

Brentford - - - 8	254 14 10	42 6 4	2,338 5 1	73 0 6	- - -	- - -	151 2 9	2,562 8 4	748 19 2
Gore - - - 7	75 9 2	10 13 9	1,944 10 4	- - -	- - -	- - -	18 8 4	1,962 18 8	474 8 12
Kensington - - - 2	22 13 9	3 12 8	1,301 6 3	- - -	- - -	- - -	20 15 0	1,322 1 3	212 6 4
South Mimms - - - 4	3 5 4	1 10 6	575 1 8	- - -	- - -	- - -	- - -	575 1 8	125 9 10
Spelthorne - - - 13	156 9 0	11 9 11	1,866 8 10	146 10 4	- - -	- - -	133 18 0	2,146 17 2	494 15 9
Uxbridge - - - 11	309 15 1	52 13 10	1,194 12 10	- - -	- - -	- - -	101 3 2	1,295 16 0	382 12 2
London, City - - - 1	- - -	- - -	37,060 5 4	- - -	- - -	- - -	- - -	37,060 5 4	23,093 13 2
Local Boards of Health, &c. 10	302 3 6	2,635 17 6	12,239 9 2	- - -	- - -	- - -	253 1 3	12,492 10 5	1,796 9 1
Metropolitan District (in respect of the County of Middlesex) - - - 26	12,916 19 7	2,133 7 8	264,210 3 1	- - -	- - -	1,056 17 10	25,812 14 0	291,079 14 11	72,293 5 8
	82 14,041 10 3	4,891 12 2	322,730 2 7	219 10 10	- - -	1,056 17 10	26,491 2 6	350,497 13 9	89,622 6 6

COUNTY OF LINCOLN.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
864 4 0	3,525 17 5	522 9 5	192 6 0	713 6 8	63 9 9	-	113 18 2	7,896 8 4	289 1 9	169 8 4
1,309 5 2	4,502 5 3	350 10 7	352 14 0	-	-	427 13 2	387 6 6	9,603 13 11	748 2 6	88 17 10
454 5 10	146 19 8	180 12 8	96 1 0	-	-	180 9 3	29 12 1	3,003 6 2	331 12 5	48 8 5
359 4 6	111 14 8	79 16 10	32 10 0	-	-	-	33 9 9	1,806 0 3	183 19 7	34 12 3
906 13 8	402 6 3	211 5 3	76 0 0	51 5 0	-	-	167 18 5	4,376 1 6	585 10 1	160 18 3
864 5 3	1,167 2 0	273 16 4	131 12 0	161 2 11	-	-	120 8 10	4,845 8 10	678 14 7	102 8 2
318 6 6	255 18 7	73 17 3	35 0 0	4 10 0	4 14 2	450 14 10	42 1 1	2,103 14 11	158 3 9	26 0 11
1,929 8 11	1,292 19 4	284 11 0	107 7 4	21 6 0	-	222 19 9	209 1 9	7,765 12 9	995 14 9	160 10 1
265 0 4	256 12 4	85 4 2	105 0 0	22 10 0	-	-	35 9 8	1,498 1 0	262 5 1	4 3 5
368 14 5	1,236 18 5	215 10 9	13 10 0	565 6 7	-	-	143 13 3	3,700 19 9	308 5 8	447 3 8
1,080 19 3	2,074 6 6	220 17 6	6 0 0	-	-	33 7 0	157 4 0	4,482 2 7	435 6 1	76 17 6
813 15 9	690 18 7	103 17 1	45 0 0	-	-	-	90 16 4	2,997 1 10	358 9 7	32 18 1
1,030 3 10	1,115 12 1	401 10 10	64 9 0	11 7 0	-	-	318 15 3	4,498 18 10	469 9 1	149 17 4
948 11 4	1,547 13 6	276 4 4	72 15 10	290 10 6	13 12 0	162 5 6	99 19 0	5,388 12 9	573 1 10	160 10 6
578 13 8	1,665 0 8	146 0 4	57 0 0	832 18 5	63 0 0	-	132 17 11	4,415 7 4	327 8 1	104 14 6
658 19 3	1,623 1 9	443 17 6	52 2 0	-	-	-	61 6 7	4,257 15 2	397 18 11	46 4 6
1,293 4 9	3,016 14 3	262 19 4	165 3 0	-	-	134 16 0	487 16 11	6,984 19 5	557 11 4	194 17 2
751 16 1	1,206 7 7	196 9 8	63 0 0	192 17 7	4 13 1	-	26 13 8	3,462 10 2	438 9 0	56 8 10
479 5 11	633 1 2	213 5 7	94 0 0	279 11 9	10 0 0	-	61 14 3	3,644 16 11	595 18 3	23 15 9
246 12 8	574 6 6	93 7 4	14 7 6	409 6 10	-	0 7 0	134 0 2	2,112 5 1	190 10 1	69 7 9
591 8 7	1,221 18 1	228 5 8	129 0 0	-	-	-	245 4 5	3,714 15 1	160 4 2	174 10 6
686 1 7	1,325 16 10	135 1 11	59 10 0	116 5 8	-	-	31 11 7	3,599 12 11	459 17 5	77 3 11
2,246 10 4	4,978 17 8	1,641 14 10	960 16 4	16 18 5	18 1 10	121 7 11	2,970 3 4	16,550 0 10	1,097 3 7	1,383 12 5
10,143 11 7	34,572 9 1	6,641 6 3	2,925 4 0	3,689 3 2	177 10 10	1,734 0 5	6,101 2 11	112,507 10 4	10,635 17 7	3,793 10 1

COUNTY OF MIDDLESEX.

309 0 0	660 18 6	369 8 8	261 13 4	73 0 6	-	-	112 17 5	2,535 17 10	239 4 4	0 5 4
535 3 1	367 2 11	176 18 11	139 5 8	-	-	-	157 15 10	1,850 15 4	210 9 1	33 10 4
170 14 9	346 0 0	199 17 7	105 0 0	-	-	-	61 13 4	1,095 12 0	245 10 4	-
94 3 3	126 13 4	86 14 8	5 0 0	-	-	1 17 2	22 18 6	462 15 9	114 3 10	0 3 1
279 2 0	454 2 4	328 19 5	82 5 0	146 10 4	-	-	57 13 10	1,843 11 8	458 4 3	5 19 8
332 3 0	252 19 6	141 15 5	101 0 0	-	-	-	47 2 8	1,257 12 9	305 4 6	10 0 0
9,234 6 11	323 18 4	2,429 1 2	962 10 4	-	-	-	916 15 0	37,060 5 4	-	-
1,139 9 11	2,553 7 5	1,397 16 9	1,365 8 3	-	-	-	3,040 5 8	11,292 17 1	397 18 11	1,531 19 7
27,547 7 6	105,207 13 9	28,369 3 6	19,155 13 9	-	-	-	42,922 8 1	295,495 14 10	11,271 1 1	4,903 9 1
39,741 9 5	110,292 16 1	33,499 16 1	22,177 16 4	219 10 10	-	1 17 2	47,339 10 4	352,895 2 7	13,241 16 4	6,489 7 1

COUNTY OF MONMOUTH. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Abergavenny - - 23	92 19 9	23 9 9	546 0 9	- - -	- - -	- - -	1 0 0	547 0 9	235 18 5	
Bedwelty - - 5	301 16 4	6 8 5	1,989 2 8	- - -	- - -	- - -	- - -	1,989 2 8	1,507 13 1	
Cacicleon - - 11	18 15 1	92 3 7	682 18 6	- - -	- - -	- - -	10 5 0	693 3 6	286 17 3	
Chepstow - - 20	34 1 4	70 12 4	486 19 6	- - -	- - -	- - -	0 2 0	487 1 6	266 8 3	
Christchurch - - 22	46 5 1	93 19 0	815 12 1	207 17 8	- - -	- - -	15 0 0	1,088 9 9	344 3 6	
Monmouth - - 5	138 18 0	6 13 2	549 6 3	- - -	- - -	- - -	- - -	549 6 3	106 11 2	
Newport - - 17	84 15 5	288 16 0	1,456 12 5	54 0 11	8 14 0	- - -	0 12 11	1,520 0 3	534 17 4	
Pontypool - - 9	59 17 7	120 0 7	1,906 3 10	- - -	- - -	1 12 6	61 9 0	1,969 5 4	982 1 11	
Raglan - - 10	43 14 11	28 5 8	309 2 9	- - -	- - -	- - -	- - -	309 2 9	115 9 7	
Skenfrith - - 7	24 16 0	37 6 3	533 17 5	25 7 9	15 10 0	- - -	0 10 0	597 5 2	230 6 8	
Trelleck - - 11	39 6 8	13 0 4	276 10 6	- - -	0 15 0	- - -	- - -	277 5 6	129 13 2	
Uak - - 13	31 5 11	22 6 0	297 13 4	19 11 5	- - -	- - -	2 0 0	319 4 9	177 0 9	
Towns, &c. - - 4	0 1 6	- - -	3,581 9 8	- - -	- - -	- - -	78 12 0	3,660 1 8	1,034 4 3	
157	916 11 7	803 1 1	13,453 9 8	306 17 9	24 19 0	1 12 6	169 10 11	13,956 9 10	4,971 5 11	

COUNTY OF NORFOLK. - - - - -

Blofield and Walsham - 31	160 10 0	146 19 8	871 15 10	- - -	- - -	- - -	9 10 8	881 6 6	229 3 5
Brothercross - - 9	9 15 7	69 9 3	266 0 9	- - -	5 0 0	- - -	5 0 0	276 0 9	83 9 10
Clackclose - - 33	398 16 3	253 11 1	2,451 18 10	167 6 11	32 16 10	- - -	93 3 9	2,747 5 4	599 6 6
Depwade - - 21	124 8 9	42 7 9	519 18 5	- - -	- - -	- - -	32 4 0	552 2 6	213 11 6
Diss - - 15	107 18 1	22 17 9	494 13 4	- - -	- - -	- - -	14 19 6	509 12 10	159 1 11
Earsham - - 15	70 15 9	97 14 9	856 17 5	2 10 0	2 10 0	- - -	25 6 8	887 4 1	275 9 11
Erpingham, North - 34	79 14 8	94 13 5	730 5 2	- - -	- - -	- - -	5 16 2	736 1 4	254 6 8
Erpingham, South - 36	158 18 5	94 10 6	789 13 2	26 15 9	- - -	- - -	8 17 5	825 6 4	296 5 2
Eynsford - - 31	175 9 3	60 10 11	585 5 7	- - -	1 3 6	- - -	10 8 9	596 17 10	261 16 3
Flegg - - 22	110 9 11	8 13 10	500 6 3	- - -	- - -	- - -	1 10 0	501 16 3	101 5 6
Forehoe - - 24	140 14 8	40 4 1	659 4 0	1 5 0	- - -	- - -	20 12 2	681 1 2	242 19 10
Freebridge Lynn - 34	199 9 11	58 8 4	1,017 2 7	56 2 10	- - -	- - -	15 9 6	1,098 14 11	454 0 0
Freebridge Marshland - 14	289 10 4	65 15 3	1,278 6 0	1,028 4 11	- - -	- - -	19 10 11	2,326 1 10	671 4 3
Gallow - - 33	95 15 4	33 15 11	505 17 7	0 10 0	- - -	- - -	28 13 8	535 1 8	263 0 0
Greenhoe, North - 16	33 15 8	82 4 11	270 8 4	- - -	- - -	- - -	14 9 6	284 17 10	143 19 5
Greenhoe, South - 23	106 19 0	23 2 9	540 10 8	54 10 2	82 10 4	- - -	33 4 6	710 15 8	241 7 5
Grimshoe - - 16	121 7 1	4 19 8	687 4 2	207 16 6	- - -	- - -	1 1 0	896 1 8	438 13 6
Guilthorpe and Shropham 32	170 19 8	144 5 5	849 14 11	54 2 6	42 13 0	- - -	138 15 9	1,085 6 2	235 0 11
Happing - - 16	71 15 5	14 4 6	437 1 10	41 15 10	- - -	- - -	3 18 0	502 15 8	98 17 4
Holt - - 26	157 3 8	50 12 11	440 12 9	3 10 0	2 15 0	- - -	11 10 6	458 8 3	272 12 8
Launditch - - 33	140 15 0	75 15 2	660 6 8	- - -	- - -	- - -	22 0 9	682 7 0	245 7 7
Lodden and Clavering - 41	304 14 10	85 1 8	886 19 5	- - -	- - -	- - -	148 17 2	1,035 16 7	290 19 5
Mitford - - 18	215 19 10	4 12 6	619 5 10	- - -	- - -	- - -	116 17 7	736 3 5	277 9 0
Swainsthorpe - - 37	200 17 9	98 0 9	807 8 2	12 4 7	4 15 8	5 0 0	38 0 3	867 8 8	264 6 10
Smithdon - - 18	242 11 1	26 15 1	710 16 11	136 14 8	4 7 0	- - -	31 3 5	883 2 0	283 19 5
Taverham - - 18	80 11 9	32 18 10	583 19 8	- - -	0 1 6	- - -	0 6 5	584 7 7	200 15 9
Tunstead - - 26	140 1 11	36 6 4	652 5 11	35 8 0	- - -	- - -	9 4 3	696 18 2	228 11 6
Wayland - - 16	88 7 10	15 0 9	300 19 9	- - -	- - -	- - -	55 15 10	356 15 7	119 4 9
Boroughs, &c. - - 12	137 4 3	993 0 3	10,980 19 6	- - -	- - -	- - -	342 13 11	11,323 13 5	2,381 5 3
702	4,335 11 8	2,776 14 0	30,975 19 1	1,838 17 8	178 12 10	5 0 0	1,261 2 0	34,259 11 7	9,627 12 7

- - - - - COUNTY OF MONMOUTH.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
58 3 2	120 16 2	98 11 7	16 15 0	- - -	- - -	- - -	9 9 2	539 15 6	91 15 2	14 17 11
420 13 8	97 16 0	24 4 2	80 0 0	- - -	- - -	3 5 0	76 14 0	2,210 5 9	103 15 9	29 10 11
167 19 0	49 10 1	51 8 2	74 6 0	- - -	- - -	- - -	22 19 11	553 0 7	38 4 0	71 9 7
163 9 7	53 12 5	20 11 0	11 0 0	- - -	- - -	- - -	29 18 1	544 19 6	15 18 8	110 7 8
112 0 7	243 2 7	21 9 0	28 1 0	207 17 8	- - -	3 15 0	35 18 11	996 3 3	65 10 4	70 19 9
44 13 3	52 18 6	15 17 2	35 0 0	- - -	- - -	320 10 0	44 8 2	619 18 3	62 12 7	0 19 9
192 13 2	282 12 7	26 6 0	141 15 0	54 0 11	8 14 0	- - -	18 15 11	1,279 17 11	143 6 7	107 4 10
88 1 0	351 6 11	126 10 8	185 14 6	- - -	- - -	- - -	147 5 7	1,881 0 7	41 11 8	13 9 11
56 10 7	44 18 4	1 16 10	4 0 0	- - -	- - -	57 8 0	19 19 8	300 3 0	35 14 6	11 5 6
50 3 9	133 5 9	12 18 8	22 0 0	25 7 9	15 10 0	94 0 0	3 3 0	586 15 7	52 14 5	54 15 1
67 5 1	12 2 0	2 13 8	51 10 0	- - -	0 15 0	41 7 6	9 3 7	314 10 1	27 15 9	38 14 0
54 10 0	45 4 0	14 13 5	20 10 3	19 11 5	- - -	- - -	26 1 5	357 11 3	34 12 4	63 18 11
719 2 11	391 15 8	269 15 4	267 0 0	- - -	- - -	- - -	502 11 4	3,684 9 8	- - -	24 6 6
2,195 4 7	2,379 1 0	686 15 8	937 15 9	306 17 9	24 19 0	520 5 8	946 3 9	13,968 8 11	713 11 8	612 0 4

- - - - - COUNTY OF NORFOLK.

230 18 3	193 3 8	39 18 9	58 10 6	- - -	- - -	- - -	22 0 5	763 14 10	153 19 6	22 17 6
43 19 3	94 6 9	10 13 9	8 12 3	- - -	5 0 0	- - -	3 19 11	250 1 9	37 2 7	70 17 3
671 3 2	990 6 3	153 15 0	54 16 0	167 6 11	32 16 10	- - -	91 15 3	2,761 5 11	330 14 3	199 8 8
87 8 3	170 12 6	31 17 1	6 10 0	- - -	- - -	- - -	40 9 1	550 8 7	112 14 0	28 19 1
58 18 7	220 14 6	49 0 8	14 10 0	- - -	- - -	- - -	20 17 1	523 8 9	99 16 10	28 6 5
91 15 10	260 7 9	123 8 4	37 12 0	2 10 0	2 10 0	- - -	26 14 9	820 3 7	150 12 3	110 10 11
245 0 6	73 14 11	93 4 8	- - -	- - -	- - -	- - -	45 17 5	712 4 2	139 2 4	130 3 11
188 7 3	166 9 3	56 3 3	61 0 0	26 15 9	- - -	- - -	20 4 10	815 5 6	125 3 7	50 14 10
33 9 6	261 9 3	37 16 2	9 0 0	- - -	1 3 6	- - -	20 9 11	545 4 7	136 16 11	70 5 4
75 3 2	291 19 4	18 13 11	6 13 0	- - -	- - -	- - -	17 11 4	511 6 3	101 17 10	9 11 9
120 9 6	182 2 2	48 19 6	30 13 6	1 5 0	- - -	- - -	16 4 7	642 14 1	168 15 5	29 17 9
206 16 8	220 8 6	48 6 10	20 7 6	66 2 10	- - -	- - -	30 5 3	1,046 7 5	223 4 8	29 15 7
113 1 10	355 15 2	95 1 8	45 16 6	1,028 4 11	- - -	- - -	81 8 2	2,390 12 6	215 8 9	55 19 4
62 7 11	97 4 4	86 6 8	27 6 0	0 10 0	- - -	- - -	37 2 11	573 17 10	81 13 3	58 10 5
12 0 8	126 2 6	45 14 5	13 12 6	- - -	- - -	- - -	8 0 0	349 9 9	49 1 4	162 2 6
83 5 2	233 6 11	25 6 6	12 9 6	54 10 2	82 10 4	- - -	12 6 10	745 3 1	122 0 1	72 11 3
52 18 6	81 17 1	49 19 10	25 16 6	207 16 6	- - -	- - -	8 6 2	865 6 1	151 3 10	4 2 10
151 3 1	369 10 7	50 9 9	6 0 0	54 2 6	42 13 0	- - -	28 1 4	937 1 2	229 7 4	54 8 1
167 12 0	168 19 4	7 17 1	13 17 6	41 15 10	- - -	- - -	8 18 3	507 17 4	82 19 1	30 9 10
38 1 0	87 11 9	67 7 4	2 13 0	3 10 0	2 15 0	- - -	29 18 9	504 9 6	122 16 5	62 6 11
53 4 0	231 6 1	84 0 5	27 15 0	- - -	- - -	- - -	21 16 1	663 9 2	156 8 10	72 11 2
128 18 7	252 4 11	67 3 5	112 10 0	- - -	- - -	- - -	32 6 5	884 2 9	379 13 0	8 6 0
83 1 0	134 10 1	79 7 4	11 11 9	- - -	- - -	- - -	90 17 8	676 16 10	273 15 8	3 1 9
135 7 8	237 8 2	38 1 4	22 0 0	12 4 7	4 15 8	- - -	35 1 6	769 5 8	261 3 10	60 4 0
248 7 1	121 0 3	81 0 7	25 0 0	136 14 8	4 7 0	- - -	53 15 7	954 4 7	164 16 3	20 2 10
137 4 11	140 0 4	31 3 6	9 0 0	- - -	0 1 6	- - -	11 6 3	529 12 3	109 9 5	7 1 2
151 6 11	203 10 6	45 4 3	35 3 0	35 8 0	- - -	- - -	33 0 8	734 4 10	124 16 11	58 7 11
40 7 2	111 14 11	25 9 3	10 0 0	- - -	- - -	- - -	16 11 11	323 8 0	119 9 3	12 14 7
286 4 11	1,231 1 2	3,642 5 4	1,267 13 6	- - -	- - -	- - -	2,484 12 4	11,293 2 6	177 13 0	1,002 18 1
4,008 2 2	7,310 18 6	5,253 11 8	1,976 9 6	1,838 17 8	178 12 10	- - -	3,350 0 8	33,744 5 4	4,601 11 7	2,527 7 8

COUNTY OF NORTHAMPTON.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brackley - - 34	242 7 0	115 16 10	2,660 11 7	3 2 6	- - -	- - -	23 12 6	2,687 6 7	1,449 10 5	
Daventry - - 40	530 4 7	86 19 7	3,942 8 9	- - -	- - -	- - -	107 4 11	4,049 13 11	1,492 6 3	
Kettering - - 34	262 18 11	94 6 8	2,963 0 10	74 9 8	12 15 8	- - -	83 13 4	3,133 19 6	1,143 17 9	
Little Bowden - - 23	204 6 11	98 17 6	1,646 1 4	34 15 4	- - -	- - -	83 7 11	1,764 4 7	516 11 9	
Northampton - - 62	619 4 4	169 2 5	4,914 9 5	42 5 1	- - -	2 7 0	301 1 3	5,260 2 9	1,755 9 9	
Oundle - - 38	377 6 11	135 6 9	2,525 7 4	- - -	- - -	- - -	68 12 11	2,594 0 3	1,468 16 1	
Peterborough - - 33	298 17 7	294 11 4	2,657 13 10	- - -	- - -	- - -	206 16 2	2,864 10 0	1,134 18 4	
Thrapston - - 17	210 8 0	85 19 3	1,823 17 8	40 2 11	- - -	- - -	36 1 4	1,900 1 11	986 6 8	
Towcester - - 40	455 8 6	263 16 9	3,133 12 4	59 3 0	- - -	- - -	36 14 3	3,229 9 7	1,186 9 7	
Wellingborough - - 26	351 4 4	101 16 8	2,946 17 5	46 5 9	- - -	- - -	85 0 3	3,078 3 5	1,036 13 2	
Boroughs, &c. - - 7	22 18 8	48 16 4	6,779 13 1	- - -	- - -	- - -	41 19 6	6,821 12 7	1,310 15 11	
354	3,575 5 6	1,495 10 1	35,993 13 7	300 4 3	12 15 8	2 7 0	1,074 4 4	37,383 4 10	13,481 15 1	

COUNTY OF NORTHUMBERLAND.

Bamburgh Ward - 35	50 19 11	39 1 9	737 14 5	32 9 6	9 8 9	- - -	0 3 0	779 15 9	311 11 10
Bedlingtonshire - 5	63 1 9	0 2 2	168 9 3	- - -	- - -	- - -	- - -	168 9 3	51 0 2
Castle Ward, East - 15	129 9 1	62 4 1	968 13 2	127 19 2	3 9 0	- - -	5 0 0	1,105 1 4	364 13 0
Castle Ward, West - 58	272 1 9	143 12 9	2,949 8 8	321 13 3	15 15 8	- - -	6 8 0	3,295 0 7	1,151 4 6
Coquetdale Ward, East - 55	178 6 7	84 5 1	1,687 8 9	136 7 0	8 7 3	- - -	1 0 2	1,833 8 11	725 5 6
Coquetdale Ward, North 35	34 17 0	22 14 9	563 17 0	147 18 8	42 16 5	- - -	0 12 6	755 4 7	293 3 11
Glendale Ward - 60	121 1 1	17 13 5	855 2 2	311 17 1	212 12 8	- - -	26 8 4	1,406 0 3	494 14 4
Haltwhistle - - 18	52 2 8	14 7 7	601 1 0	- - -	- - -	- - -	- - -	601 1 0	372 15 2
Kirkwhelpington - 41	132 15 1	0 10 9	614 4 4	58 10 4	33 2 11	- - -	70 4 9	776 2 4	373 7 1
Morpeth Ward, East - 28	221 9 3	19 4 8	938 16 2	118 3 5	17 17 0	- - -	5 3 0	1,079 19 7	574 16 10
Morpeth Ward, West - 64	94 12 8	51 5 9	718 6 8	104 3 9	62 15 0	6 5 4	1 10 5	893 1 2	427 10 6
Norhamshire & Islandshire 29	44 11 9	29 12 1	548 14 10	85 0 8	87 3 9	- - -	2 18 6	723 17 9	262 17 4
Rothbury - - 45	32 6 11	17 15 11	402 12 8	263 3 0	23 3 4	- - -	0 1 0	689 0 0	235 4 0
Tindale Ward, East - 47	116 5 7	60 8 1	1,250 0 0	0 8 0	0 4 0	- - -	24 3 8	1,274 15 8	608 7 10
Tindale Ward, N.E. - 23	65 3 8	11 13 3	453 15 9	- - -	- - -	- - -	55 1 3	508 17 0	241 11 6
Tindale Ward, N.W. - 40	100 16 8	7 0 3	1,016 7 11	- - -	- - -	- - -	1 0 0	1,017 7 11	553 7 1
Tindale Ward, South - 25	68 0 11	42 7 9	745 6 10	- - -	- - -	- - -	7 13 6	753 0 4	336 3 7
Boroughs, &c. - - 9	41 10 7	- - -	16,140 8 0	- - -	- - -	4,037 1 6	4,185 8 4	24,362 17 10	10,556 7 8
632	1,817 12 6	624 0 1	31,360 7 8	1,707 13 10	516 15 9	4,043 6 10	4,382 11 3	42,020 15 6	17,934 1 10

COUNTY OF NOTTINGHAM.

Bingham - - 34	402 10 6	111 0 7	2,914 2 8	- - -	- - -	- - -	36 2 2	2,950 4 10	1,421 10 1
East Retford - - 70	652 12 8	61 14 10	4,157 19 5	88 19 2	- - -	18 7 5	377 18 7	4,643 4 8	1,727 10 5
Mansfield - - 13	62 15 9	31 19 1	977 3 4	1 15 0	9 7 6	8 0 0	59 0 10	1,055 6 8	529 0 5
Newark - - 59	497 12 8	148 19 7	3,559 13 9	9 12 0	- - -	- - -	142 12 5	3,711 18 2	1,565 12 5
Nottingham - - 78	725 10 7	661 14 0	8,334 9 5	- - -	- - -	259 9 2	451 2 6	9,045 1 1	2,754 0 10
Southwell - - 20	75 1 7	32 4 2	1,012 3 4	- - -	- - -	- - -	115 6 2	1,127 9 6	444 15 4
Worksop - - 16	166 9 7	23 4 3	763 12 2	- - -	- - -	4 13 0	63 8 10	831 14 0	327 12 11
Boroughs, &c. - - 7	228 6 3	103 17 5	8,864 17 5	- - -	- - -	- - -	39 14 3	8,904 11 8	2,865 13 5
297	2,810 19 7	1,174 13 11	30,584 1 6	100 6 2	9 7 6	290 9 8	1,285 5 9	32,269 10 7	11,635 15 10

COUNTY OF NORTHAMPTON.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
394 5 3	480 18 0	118 11 10	41 0 0	3 2 6	- - -	15 0 0	48 1 0	2,550 9 0	349 8 3	86 1 6
720 9 4	1,279 8 4	227 9 5	98 13 0	- - -	- - -	- - -	59 19 6	3,878 5 10	645 16 9	31 3 11
404 4 2	712 15 7	235 2 5	55 0 0	74 9 8	12 15 8	278 4 6	138 8 0	3,054 17 2	345 2 2	97 7 7
262 0 8	620 6 7	149 9 6	25 10 0	34 15 4	- - -	101 0 0	26 19 8	1,736 13 6	222 1 6	89 1 0
936 15 10	1,772 2 1	476 6 10	81 19 11	42 5 1	- - -	79 12 0	67 2 0	5,211 13 6	648 7 4	149 16 2
354 4 6	273 15 4	118 9 10	63 0 0	- - -	- - -	104 14 8	71 1 2	2,654 1 7	350 8 2	168 9 7
372 6 3	734 17 0	105 8 6	10 3 2	- - -	- - -	9 15 1	153 9 3	2,820 17 9	424 13 6	76 15 0
223 11 10	300 6 2	167 3 3	5 0 0	40 2 11	- - -	47 13 3	86 9 8	1,856 13 9	251 0 10	83 3 11
652 19 11	914 12 4	160 0 5	50 19 8	59 3 0	- - -	- - -	82 1 3	3,106 6 2	491 16 2	177 1 0
555 17 1	841 11 3	193 15 10	23 9 3	46 5 9	- - -	337 0 0	85 3 0	3,119 15 4	308 8 5	98 12 8
824 11 0	1,554 0 1	2,197 3 11	433 3 1	- - -	- - -	71 15 0	414 18 9	6,806 7 9	118 15 6	129 8 4
1,901 6 0	9,484 12 9	4,140 1 9	887 18 1	300 4 3	12 15 8	1,044 14 6	1,233 13 3	36,496 1 4	4,153 19 7	1,187 0 8

COUNTY OF NORTHUMBERLAND.

197 4 9	144 6 1	24 2 1	- - -	32 9 6	9 8 9	- - -	17 5 9	736 8 9	69 15 7	14 10 5
52 12 6	59 6 2	10 13 3	15 19 9	- - -	- - -	- - -	0 8 0	189 19 10	41 9 0	- - -
234 13 5	212 9 3	21 5 5	62 5 6	127 19 2	8 9 0	- - -	34 12 9	1,061 9 6	124 8 5	13 11 7
757 8 10	539 16 2	67 1 5	126 5 0	321 13 3	15 15 8	83 4 2	69 15 9	3,134 4 9	357 11 2	70 6 4
323 8 10	249 10 0	31 13 10	4 9 4	136 7 0	8 7 3	- - -	25 13 9	1,704 17 8	260 9 4	38 2 2
165 1 9	66 17 0	3 18 4	0 5 0	147 18 8	42 16 5	25 13 8	8 0 10	753 15 7	37 10 1	23 18 10
189 2 7	71 14 5	7 10 11	27 19 0	311 17 1	212 12 8	108 15 6	18 5 2	1,442 11 8	90 12 9	23 16 6
62 7 1	7 8 7	1 3 10	43 10 0	- - -	- - -	117 2 6	7 17 2	612 4 4	47 9 0	20 17 3
134 19 6	152 17 4	1 7 11	0 10 0	58 10 4	28 2 11	29 4 8	77 17 1	861 16 10	47 5 4	0 15 6
184 18 5	145 0 8	23 19 4	6 10 0	118 8 5	17 17 0	2 10 0	8 18 8	1,082 14 4	225 5 2	25 15 4
143 8 1	100 3 9	7 10 3	3 10 0	104 3 9	62 15 0	46 6 4	13 1 11	908 4 7	81 19 7	53 16 6
113 2 6	161 14 0	6 11 10	14 0 0	85 0 8	87 3 9	- - -	19 5 5	749 15 6	51 13 10	62 13 11
78 9 3	41 11 8	9 14 11	9 10 0	263 3 0	23 3 4	11 19 3	22 10 11	695 6 4	35 11 4	27 6 8
339 6 9	71 11 1	15 6 11	20 0 0	0 8 0	0 4 0	86 15 0	13 8 3	1,155 5 10	188 1 4	12 14 0
115 4 2	94 19 0	4 8 3	- - -	- - -	- - -	22 5 0	4 14 6	483 2 5	82 3 5	4 18 5
268 9 2	74 1 11	1 7 2	14 5 0	- - -	- - -	70 9 11	18 8 11	1,000 9 2	141 17 0	31 1 10
118 4 6	90 13 7	20 12 5	17 15 0	- - -	- - -	115 19 2	9 9 7	708 17 10	88 4 11	18 9 3
4,676 10 11	6,515 19 11	2,255 17 1	545 0 0	- - -	- - -	51 2 10	74 2 0	24,675 0 5	65 4 10	335 16 10
8,334 10 0	8,800 0 7	2,514 5 2	911 13 7	1,707 13 10	516 15 9	773 6 0	443 18 5	41,956 5 2	2,036 14 1	778 11 4

COUNTY OF NOTTINGHAM.

558 7 11	730 13 10	260 12 9	15 0 0	- - -	- - -	9 7 3	168 15 8	2,954 7 4	414 16 10	127 9 5
695 12 4	1,172 3 7	325 5 8	80 11 6	58 19 2	- - -	211 3 11	287 19 11	4,589 6 6	777 3 8	132 7 8
184 3 5	109 12 4	112 7 9	53 13 0	1 15 0	9 7 6	- - -	58 12 2	1,032 11 7	92 12 1	39 0 4
682 0 1	779 2 4	265 19 6	196 2 0	2 12 0	- - -	88 7 10	178 8 11	3,765 5 1	405 8 4	110 2 2
1,337 6 7	2,280 18 7	1,864 11 11	302 7 0	- - -	- - -	- - -	316 15 10	8,856 0 9	778 15 9	525 18 10
253 12 6	144 19 4	198 0 6	49 12 0	- - -	- - -	- - -	41 4 4	1,132 4 0	96 7 10	58 4 11
162 4 5	69 12 8	49 4 0	15 0 0	- - -	- - -	137 2 6	32 14 11	793 11 5	202 18 10	21 10 11
766 12 7	3,798 4 1	816 8 11	537 12 0	- - -	- - -	52 8 11	296 1 1	9,133 1 0	64 10 9	188 11 3
4,439 19 10	9,075 6 9	3,892 11 0	1,249 17 6	100 6 2	9 7 6	498 10 5	1,354 12 8	32,256 7 8	2,852 14 1	1,203 3 6

COUNTY OF OXFORD.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bampton, East - - 21	160 7 5	24 10 3	1,415 9 10	207 1 8	- - -	- - -	11 11 8	1,634 3 2	602 8 3	
Bampton, West - - 23	130 9 3	97 10 7	964 15 5	37 16 9	42 17 10	207 13 3	11 15 6	1,264 18 8	635 1 1	
Banbury and Blox- ham, North } 16	85 15 7	86 2 8	1,416 8 7	- - -	- - -	- - -	31 2 7	1,447 11 2	832 4 6	
Banbury and Blox- ham, South } 17	145 0 2	12 17 11	1,027 0 8	9 15 9	- - -	- - -	31 12 5	1,068 8 8	540 14 9	
Bullington - - 59	409 12 7	200 7 0	2,287 0 1	60 17 10	14 14 0	64 4 3	77 16 3	2,504 12 5	1,342 10 7	
Chadlington - - 44	282 15 5	24 17 7	1,607 1 9	4 0 0	8 0 0	- - -	83 1 7	1,702 3 4	1,193 12 1	
Henley-on-Thames - 21	378 9 1	40 17 11	1,442 2 2	- - -	- - -	- - -	14 2 9	1,456 4 11	806 8 9	
Ploughley - - 38	282 14 9	213 16 7	2,335 19 0	84 14 3	- - -	21 15 0	39 8 8	2,481 46 6	1,107 4 2	
Watlington - - 50	307 7 2	111 0 3	1,512 14 7	41 6 8	22 0 4	- - -	52 19 0	1,629 0 7	764 1 9	
Wootton, North - - 17	132 18 6	31 0 2	843 15 8	- - -	2 5 1	- - -	63 7 6	909 8 3	469 13 2	
Wootton, South - - 20	296 0 5	12 8 7	986 8 9	70 0 0	- - -	- - -	20 18 6	1,077 7 3	671 11 2	
Boroughs, &c. - - 5	678 1 0	1 18 6	6,705 18 1	10 16 0	- - -	- - -	231 12 1	6,948 7 2	3,316 11 7	
331	3,289 11 4	857 8 0	22,544 14 7	526 8 11	89 17 3	293 12 6	669 8 11	24,124 2 2	11,782 1 10	

COUNTY OF RUTLAND.

Rutland - - - 57	471 10 0	125 12 11	3,819 8 9	92 7 7	7 11 2	- - -	108 14 8	4,028 2 2	1,841 5 8
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COUNTY OF SALOP.

Albrighton - - 24	105 2 8	25 0 2	262 11 9	59 11 6	- - -	- - -	7 1 7	329 4 10	143 6 0
Baschurch - - 24	78 4 10	28 5 10	452 0 0	1 9 0	- - -	- - -	0 2 0	453 11 0	235 17 0
Brimstree, South, and Stottesdon - - } 35	206 19 7	12 2 6	1,299 0 5	- - -	- - -	- - -	0 17 0	1,299 17 5	787 9 2
Burford - - - 10	27 13 0	0 1 6	163 12 0	6 9 6	- - -	- - -	22 4 11	192 6 5	108 13 0
Chirbury - - - 30	28 6 3	15 4 7	338 12 9	6 17 5	0 4 0	- - -	- - -	345 14 0	159 10 7
Cleobury Mortimer - 33	138 15 0	65 4 7	940 10 4	- - -	- - -	- - -	- - -	940 10 4	445 16 8
Clun - - - 30	59 6 1	37 5 0	369 15 11	- - -	- - -	- - -	1 11 0	371 6 11	187 0 5
Conover - - - 57	94 8 5	66 2 8	693 7 1	8 8 2	- - -	- - -	- - -	701 15 3	405 4 7
Drayton - - - 42	206 3 0	61 9 10	642 17 1	13 6 0	1 15 9	8 6 3	18 6 0	684 11 1	276 5 7
Ellesmere - - - 28	94 12 10	8 16 0	580 16 9	- - -	- - -	- - -	5 2 8	374 19 3	180 5 1
Ford - - - 48	127 1 2	53 12 3	812 11 3	- - -	8 10 0	- - -	0 1 0	821 2 3	336 17 0
Munslow, Lower, and Overs* - - - } 60	90 10 5	34 16 6	298 9 7	- - -	- - -	- - -	0 9 1	298 18 8	255 18 5
Munslow, Upper - - 34	78 6 3	42 8 5	411 7 9	44 0 6	5 5 4	- - -	0 1 6	460 15 1	179 16 3
Newport - - - 19	88 18 4	33 0 4	516 11 8	- - -	- - -	- - -	12 1 0	628 12 8	236 9 6
Oswestry - - - 61	148 7 5	45 6 5	1,092 8 7	- - -	- - -	- - -	- - -	1,092 8 7	546 18 10
Purslow - - - 48	194 0 6	90 17 11	1,026 3 2	- - -	- - -	- - -	14 11 4	1,040 14 6	431 14 5
Shiffnall - - - 14	46 9 8	27 10 11	621 10 11	- - -	- - -	- - -	1 8 5	622 19 4	286 3 2
Wellington - - - 58	238 19 11	115 3 7	1,040 10 8	23 11 7	11 10 0	- - -	- - -	1,075 12 3	520 12 2
Wem - - - 32	68 6 10	28 13 10	463 12 5	16 12 0	- - -	- - -	8 14 1	482 18 6	136 17 7
Whitchurch - - - 24	67 0 11	82 5 0	632 2 5	32 17 3	- - -	32 1 7	0 11 2	697 12 5	248 2 7
Boroughs, &c. - - 29	343 12 10	82 6 9	4,237 7 2	- - -	- - -	- - -	390 17 7	4,628 4 9	2,628 4 2
740	2,531 5 9	905 14 7	16,784 19 8	213 2 9	27 5 1	40 7 10	478 0 2	17,543 15 6	8,737 2 1

* For the year ending March 1859.

COUNTY OF OXFORD.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
253 14 0	112 1 0	113 6 1	28 11 7	207 1 8	- -	224 11 6	48 11 1	1,595 5 2	183 13 11	8 18 9
296 3 2	124 3 7	20 13 1	5 16 8	37 16 9	42 17 10	49 12 4	27 19 1	1,242 3 7	129 5 7	73 11 9
190 2 5	380 11 6	113 0 3	30 0 0	- -	- -	105 17 11	24 6 0	1,376 2 7	154 7 11	63 6 5
243 2 4	206 4 10	36 9 8	2 0 0	9 15 9	- -	10 9 3	24 8 8	1,073 5 3	130 0 6	2 14 10
356 7 0	687 4 1	174 4 7	10 0 0	60 17 10	14 14 0	7 10 0	53 18 9	2,647 6 10	325 18 8	259 7 4
268 4 2	114 19 7	47 13 7	25 0 0	4 0 0	8 0 0	68 5 0	31 16 7	1,761 11 0	239 16 6	41 6 4
136 4 9	228 17 3	246 5 9	56 0 0	- -	- -	- -	72 19 7	1,548 16 1	290 10 2	45 10 2
283 13 7	796 19 8	74 7 10	8 0 0	84 14 3	- -	81 5 0	34 11 3	2,470 15 9	277 1 4	197 2 5
103 0 8	375 11 6	108 5 4	58 0 0	41 6 8	22 0 4	- -	57 2 7	1,578 8 10	369 14 5	122 15 9
167 1 11	107 12 5	34 18 2	- -	- -	2 5 1	86 4 6	28 5 2	916 0 5	135 4 5	39 18 3
188 19 4	147 15 6	70 15 0	57 6 0	70 0 0	- -	18 15 0	19 8 11	1,244 10 11	153 8 8	37 0 6
909 14 9	330 4 0	778 8 4	443 9 7	10 16 0	- -	162 0 0	1,436 6 2	7,287 10 5	338 9 2	1 9 11
3,344 8 1	3,612 4 11	1,818 7 8	674 3 10	326 8 11	89 17 3	814 10 6	1,859 13 10	24,741 16 10	2,707 11 1	893 2 5

COUNTY OF RUTLAND.

583 9 1	1,216 15 6	173 8 1	112 12 0	92 7 7	7 11 2	- -	166 5 8	4,193 14 4	355 14 9	175 9 10
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COUNTY OF SALOP.

37 5 9	82 17 1	7 13 2	1 0 0	59 11 6	- -	- -	14 19 0	346 12 6	59 13 6	20 18 10
69 17 2	113 12 8	16 7 8	14 0 0	1 9 0	- -	- -	17 5 6	469 8 7	53 16 2	18 16 9
270 1 11	133 0 3	46 15 10	10 2 0	- -	- -	43 8 0	66 3 7	1,356 15 9	193 11 5	55 12 8
47 15 4	10 15 10	4 18 9	2 10 0	6 9 6	- -	16 12 6	22 0 2	219 15 1	24 10 2	24 7 4
78 9 0	34 8 0	4 16 5	- -	6 17 3	0 4 0	29 10 0	8 11 7	322 1 10	60 9 7	23 15 9
177 11 0	70 8 5	29 14 8	10 6 6	- -	- -	176 14 4	11 4 6	921 16 1	123 8 3	31 3 7
309 7 3	25 17 7	7 13 7	2 0 0	- -	- -	10 0 0	9 16 6	351 15 4	77 1 1	35 8 5
145 16 6	137 12 5	68 3 5	5 0 0	8 8 2	- -	- -	26 0 4	796 5 5	104 15 7	171 0 0
196 17 10	129 6 7	26 9 2	6 0 0	13 6 0	1 15 9	0 14 0	28 4 4	678 19 3	173 16 8	23 11 8
75 4 8	64 17 7	23 19 0	1 0 0	- -	- -	- -	28 6 0	573 13 1	107 12 0	20 9 0
226 14 8	110 2 8	17 13 0	- -	- -	8 10 0	35 0 0	13 10 9	748 8 1	150 8 7	4 5 6
50 6 8	4 9 8	8 9 6	- -	- -	- -	28 14 11	2 3 2	350 2 4	56 4 3	51 14 0
91 5 9	70 3 2	13 9 9	2 15 6	44 0 6	5 5 4	23 6 7	20 14 10	430 17 8	86 5 3	40 10 0
280 16 5	95 19 3	104 5 5	- -	- -	- -	- -	24 13 5	742 4 2	84 13 8	142 7 2
230 2 10	230 8 11	39 17 3	5 10 0	- -	- -	- -	24 11 6	1,077 9 4	167 19 11	49 19 8
150 12 7	56 3 7	25 0 2	6 0 0	- -	- -	362 12 11	14 9 5	1,086 13 1	149 10 3	52 8 3
63 19 8	99 6 6	17 1 10	71 0 0	- -	- -	- -	13 3 7	550 14 9	105 12 3	14 8 11
188 16 0	153 4 11	50 16 8	70 12 4	23 11 7	11 10 0	- -	25 8 6	1,044 12 2	270 12 6	115 16 1
94 5 1	95 3 6	70 12 0	7 13 6	16 12 0	- -	- -	25 10 2	446 18 10	88 11 9	12 14 1
54 14 1	193 19 0	53 15 2	4 11 6	32 17 3	- -	- -	26 12 2	614 11 9	127 17 7	10 1 0
265 1 11	149 4 4	155 19 11	591 13 8	- -	- -	98 5 0	977 6 3	4,765 15 3	212 6 2	88 10 7
3,045 2 2	2,060 16 11	793 11 11	611 15 0	213 2 9	27 5 1	824 13 3	1,400 16 1	17,714 5 4	2,508 18 7	1,053 17 3

COUNTY OF SOMERSET. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.								Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Axbridge - - 44	408 12 5	87 19 5	3,489 5 7	- - -	- - -	- - -	138 17 7	3,628 3 2	1,123 3 11		
Bishop's Lydeard - 9	76 15 9	14 16 4	355 5 3	66 19 5	15 18 10	10 13 1	0 10 0	449 6 7	154 7 9		
Bridgwater - - 39	554 8 9	43 1 2	4,369 0 4	- - -	- - -	30 0 0	67 13 2	4,466 14 1	1,723 9 2		
Crewkerne - - 18	95 18 1	14 18 10	264 7 7	- - -	- - -	- - -	3 8 11	267 16 6	172 14 10		
Dulverton - - 11	137 7 8	0 1 4	740 9 11	76 5 4	- - -	58 15 11	12 3 0	887 14 2	549 9 11		
Dunster - - 15	161 14 5	24 4 6	1,024 2 9	- - -	- - -	40 12 5	0 5 0	1,065 0 2	668 17 0		
Frome - - 20	243 1 0	6 4 10	1,478 17 6	- - -	- - -	- - -	30 4 7	1,509 2 1	659 13 0		
Ilminster - - 62	350 1 9	82 17 4	1,922 6 2	20 1 9	- - -	- - -	12 16 6	1,953 4 5	971 0 1		
Keynsham - - 19	63 14 5	45 0 5	708 14 3	- - -	- - -	- - -	55 15 0	764 9 3	416 6 2		
Kilmerston - - 14	69 18 6	17 19 2	493 11 2	- - -	- - -	- - -	2 10 10	496 2 0	248 10 3		
Long Ashton - - 34	192 18 3	15 2 5	1,466 12 8	29 9 1	- - -	- - -	87 16 8	1,583 18 5	874 18 5		
Shepton Mallet - - 26	133 18 11	22 0 3	914 2 1	- - -	- - -	- - -	43 0 1	957 2 2	652 19 11		
Somerton - - 28	173 19 4	59 8 7	1,610 1 8	58 18 10	- - -	- - -	38 15 0	1,707 15 6	708 8 0		
Taunton - - 36	320 0 8	76 14 6	1,967 1 10	35 14 3	- - -	- - -	26 10 0	2,029 6 1	745 18 2		
Temple Cloud - - 36	286 8 1	62 15 0	2,054 14 11	28 0 9	0 10 6	- - -	28 19 6	2,112 5 8	1,100 17 9		
Wellington - - 12	130 16 4	18 3 7	742 1 8	- - -	- - -	40 0 0	0 17 8	782 19 4	227 4 4		
Wells - - 28	310 17 5	3 17 5	959 4 2	- - -	- - -	- - -	56 15 11	1,016 0 1	457 2 6		
Weston - - 34	274 18 4	114 11 7	2,118 11 2	4 10 8	5 10 0	- - -	121 11 9	2,250 4 0	1,164 15 0		
Williton - - 21	90 17 7	49 11 7	1,427 7 2	- - -	- - -	24 7 9	78 7 0	1,600 1 11	703 11 2		
Wincanton - - 50	453 13 10	78 13 2	1,829 16 8	- - -	- - -	5 8 5	125 2 7	1,960 7 8	1,021 2 1		
Wiveliscombe - - 10	182 19 6	2 4 0	955 8 9	70 9 1	0 14 8	1 19 0	0 4 8	1,028 16 0	418 16 10		
Yeovil - - 36	262 14 9	86 2 2	1,474 5 11	- - -	3 13 6	- - -	- - -	1,477 19 5	772 15 9		
Boroughs, &c. - - 18	264 16 2	201 19 3	11,650 7 7	- - -	- - -	82 5 0	290 12 8	12,023 5 3	3,597 10 5		
620	5,240 11 9	1,108 7 2	44,015 17 4	390 9 0	26 7 6	364 1 7	1,222 18 6	46,019 13 11	19,128 12 8		

COUNTY OF STAFFORD. - - - - -

Bilston - - - 9	9 3 3	- - -	521 4 6	- - -	- - -	- - -	18 8 0	539 12 6	186 14 0
Burton-upon-Trent - 17	73 6 4	35 5 7	463 18 3	- - -	- - -	- - -	29 12 1	493 10 4	315 18 1
Cheadle - - - 24	92 18 5	18 1 7	699 16 3	- - -	- - -	- - -	5 3 0	704 19 3	339 5 6
Kingswinford and Wordsley 17	95 8 4	598 19 0	4,150 18 3	- - -	- - -	- - -	70 13 2	4,221 11 5	1,666 15 8
Leek - - - 58	178 10 6	65 3 2	1,757 2 5	- - -	- - -	- - -	42 1 0	1,799 3 5	774 2 10
Penkridge - - - 56	204 11 11	160 19 4	1,505 6 5	- - -	5 0 0	16 0 0	48 11 6	1,574 17 11	709 12 11
Pirehill, North - - 56	369 12 2	125 8 9	5,308 7 4	150 15 7	156 10 1	- - -	390 6 2	6,005 19 2	1,793 6 4
Shenstone, Elford, and Rugeley } 48	286 2 4	90 15 9	1,403 10 8	6 3 0	- - -	- - -	43 2 11	1,452 16 7	664 12 2
Stafford and Eccleshall:—									
Eccleshall District - 43	185 3 8	34 7 10	634 1 6	3 0 0	2 0 0	- - -	4 0 0	643 1 6	240 6 8
Stafford District - 47	142 4 5	9 17 7	743 3 0	- - -	- - -	- - -	2 15 0	745 18 0	412 7 6
Stone - - - 19	62 16 8	21 19 7	379 12 5	26 19 3	- - -	- - -	23 10 5	430 2 1	124 5 0
Uttoxeter - - - 40	84 17 10	31 0 4	707 4 3	- - -	- - -	- - -	10 15 2	717 19 5	255 15 4
West Bromwich, Wed- nesbury, and Walsall } 9	438 9 4	51 7 8	2,611 19 5	8 15 0	- - -	- - -	101 11 11	2,722 6 2	1,263 7 4
Wolverhampton - - 15	149 9 1	0 16 8	1,366 10 7	- - -	- - -	- - -	3 15 0	1,370 5 7	664 15 9
Boroughs, &c. - - 21	2,146 4 3	1,045 5 6	22,337 7 8	- - -	- - -	387 10 0	2,911 1 1	25,635 18 7	7,135 16 10
479	4,518 18 6	2,289 8 2	44,590 2 7	195 12 10	163 10 1	403 10 0	3,705 6 5	49,058 1 11	16,347 11 4

COUNTY OF SOMERSET.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,201 17 5	769 15 7	145 11 11	188 0 0	- - -	- - -	10 3 6	111 19 1	3,550 11 5	441 5 10	43 1 1
23 3 11	85 14 7	14 9 0	60 0 0	66 19 5	15 18 10	- - -	16 10 5	437 3 11	78 11 0	4 8 11
1,061 10 8	858 0 2	146 16 7	201 10 0	- - -	- - -	- - -	648 13 7	4,640 0 7	445 3 11	107 2 10
39 10 10	30 6 10	24 1 7	36 0 0	- - -	- - -	- - -	8 1 9	310 15 10	74 16 9	36 16 10
62 1 7	168 10 10	30 13 5	32 0 0	76 5 4	- - -	- - -	25 9 0	944 10 1	88 1 1	7 10 8
226 5 8	39 16 4	65 7 5	56 13 0	- - -	- - -	- - -	11 17 1	1,068 14 6	139 18 10	6 3 3
186 10 0	137 7 6	160 16 1	118 0 0	- - -	- - -	76 10 0	55 5 1	1,394 1 8	371 17 10	20 1 3
238 15 1	329 17 1	77 6 8	105 8 0	20 1 9	- - -	146 12 11	47 11 4	1,936 12 11	377 3 0	91 7 1
137 14 5	78 6 3	24 9 2	44 0 0	- - -	- - -	7 0 3	22 7 1	730 3 9	75 5 7	22 6 1
107 9 2	80 6 5	78 9 11	6 0 0	- - -	- - -	- - -	7 2 10	527 18 7	37 8 6	17 5 9
339 1 8	180 0 11	61 5 1	95 12 0	29 9 1	- - -	- - -	24 0 1	1,594 7 3	225 2 3	57 15 7
98 17 10	68 17 3	52 17 3	- - -	- - -	- - -	- - -	26 19 4	900 11 7	192 6 8	23 17 5
319 18 0	223 2 4	58 17 9	109 0 0	58 18 10	- - -	254 0 6	82 13 4	1,809 18 9	135 4 6	102 17 0
298 13 11	740 6 5	99 9 6	90 18 9	35 14 3	- - -	0 4 6	63 15 0	2,075 0 11	278 15 0	81 3 8
491 4 7	185 11 8	198 17 1	58 9 3	28 0 9	0 10 6	42 9 8	241 0 9	2,347 1 7	194 0 10	205 3 8
132 9 3	245 15 7	87 15 8	39 0 0	- - -	- - -	13 14 4	27 9 7	773 8 9	153 2 1	30 18 9
294 9 0	222 0 11	18 0 11	6 12 0	- - -	- - -	- - -	39 14 4	1,037 19 8	311 10 10	26 10 7
353 6 8	116 5 8	238 7 4	152 10 0	4 10 6	5 10 0	67 15 0	176 1 4	2,279 1 6	311 18 10	180 9 7
437 1 2	131 8 1	66 13 5	132 0 0	- - -	- - -	- - -	80 8 3	1,551 2 2	154 9 4	64 3 7
463 17 0	255 0 7	51 0 9	- - -	- - -	- - -	127 3 4	31 17 1	1,950 0 10	437 6 7	51 19 1
190 0 8	186 16 10	48 19 11	89 0 0	70 9 1	0 14 8	- - -	12 9 6	1,017 7 6	206 16 0	14 12 0
311 0 7	131 19 6	143 15 8	49 0 0	- - -	3 13 6	11 4 0	22 19 2	1,453 8 2	338 6 9	137 2 11
3,792 3 4	2,457 5 2	567 15 0	720 15 0	- - -	- - -	33 16 10	630 11 1	11,799 16 10	485 14 4	199 9 0
10,797 0 5	7,722 12 1	2,461 17 2	2,390 8 0	390 9 0	26 7 6	790 14 10	2,421 16 1	46,129 18 9	5,554 6 4	1,532 6 7

COUNTY OF STAFFORD.

74 3 7	6 10 0	212 19 2	- - -	- - -	- - -	- - -	- - -	480 6 9	68 9 0	- - -
60 17 0	68 9 0	58 2 4	9 7 0	- - -	- - -	- - -	17 4 2	429 17 7	132 4 9	30 11 3
187 19 5	53 7 1	76 4 11	12 0 0	- - -	- - -	36 0 0	17 12 9	622 9 8	165 2 1	7 15 8
826 1 1	351 16 3	343 10 11	336 16 4	- - -	- - -	0 5 0	68 11 8	3,593 16 11	265 9 0	141 5 2
345 16 6	235 17 10	137 18 1	43 15 0	- - -	- - -	108 12 9	54 10 7	1,700 18 7	254 5 6	42 13 4
132 2 10	349 12 9	175 12 10	5 0 0	- - -	5 0 0	- - -	57 12 3	1,434 14 7	330 7 4	146 11 5
1,053 6 1	1,251 8 7	896 6 9	412 3 8	150 15 7	156 10 1	16 9 5	144 1 0	5,874 7 6	476 18 3	101 3 2
162 8 11	258 3 1	120 2 11	34 0 0	6 3 0	- - -	60 17 10	82 18 10	1,389 12 2	300 10 10	41 19 10
75 16 8	227 9 5	66 8 4	- - -	3 0 0	2 0 0	- - -	44 4 10	659 6 0	154 3 4	19 12 0
72 16 7	121 16 4	84 11 2	6 10 0	- - -	- - -	- - -	32 19 9	731 1 11	182 15 5	35 12 6
44 16 2	27 12 0	118 4 9	18 13 0	26 19 3	- - -	- - -	58 9 2	418 18 2	94 12 10	42 11 10
111 6 5	83 7 7	56 12 2	2 5 0	- - -	- - -	105 0 0	56 6 0	670 12 6	157 3 2	55 18 9
512 15 9	430 6 5	149 17 2	280 17 5	8 15 0	- - -	- - -	72 13 5	2,718 12 6	396 7 1	5 11 7
170 7 4	242 3 0	112 6 7	60 0 0	- - -	- - -	- - -	59 18 11	1,309 11 7	225 3 11	15 17 6
3,933 19 3	6,881 7 0	1,387 19 8	1,818 16 5	- - -	- - -	1 2 11	4,926 4 1	26,107 6 2	1,783 15 3	1,154 4 1
7,786 13 8	10,589 6 4	3,996 19 4	3,040 3 10	195 12 10	163 10 1	328 7 11	5,693 7 5	48,141 12 7	4,987 7 9	1,841 8 1

COUNTY OF SUFFOLK.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Beccles - - - 12		36 15 2	9 5 4	226 4 4	- - -	- - -	- - -	- - -	226 4 4	63 14 5	
Blackbourn - - 33		180 16 6	54 12 3	857 15 0	- - -	10 0 0	- - -	34 3 7	901 18 7	277 3 8	
Blything - - - 47		227 15 7	194 11 5	2,078 19 8	6 8 0	- - -	- - -	31 11 5	2,116 19 8	572 12 5	
Bournere and Claydon - 35		283 8 9	18 15 4	843 11 3	12 14 1	0 1 6	- - -	23 2 5	879 9 3	249 6 0	
Boxford - - - 11		128 1 7	58 1 0	500 12 2	- - -	- - -	- - -	0 18 3	501 10 5	182 7 7	
Bungay - - - 15		72 14 6	3 13 4	506 10 4	8 8 8	- - -	- - -	27 11 6	542 10 6	186 17 7	
Cosford - - - 18		186 10 5	0 2 9	764 7 3	- - -	- - -	- - -	15 4 11	779 12 2	312 5 7	
Framlingham - - 33		348 0 3	55 3 10	1,939 3 4	24 5 7	17 15 6	- - -	142 16 8	2,124 1 1	513 12 6	
Hartismere - - - 32		425 0 3	22 1 9	1,101 10 9	- - -	- - -	- - -	33 13 7	1,135 4 4	406 3 11	
Hoxne - - - 18		180 8 10	- - -	1,824 2 8	- - -	- - -	- - -	126 15 8	1,950 18 4	434 11 7	
Lackford - - - 16		120 1 11	141 11 9	1,678 11 0	5 13 6	- - -	- - -	17 5 11	1,701 10 5	354 4 1	
Melford - - - 21		194 15 6	34 7 0	961 10 0	- - -	- - -	- - -	92 15 0	1,054 5 0	212 15 11	
Mutford and Lothingland - 21		279 15 7	36 15 3	394 1 0	- - -	- - -	- - -	49 17 0	443 18 0	106 13 6	
Risbridge :—											
Clare - - - 15		15 15 1	223 12 2	1,206 15 1	13 2 0	- - -	- - -	0 13 1	1,220 10 2	321 3 3	
Wickhambrook - 15		41 8 7	111 17 5	738 8 2	4 15 0	- - -	- - -	6 3 6	749 6 8	166 0 11	
Samford - - - 28		203 12 1	23 3 5	876 1 11	12 12 0	0 9 6	- - -	7 17 0	897 0 5	274 4 0	
Stow - - - 14		102 1 8	6 8 7	778 11 3	45 15 9	- - -	- - -	3 5 7	827 12 7	148 17 2	
Thedwestry - - 24		112 18 4	43 17 8	686 4 10	9 3 2	- - -	- - -	8 18 6	704 6 6	241 17 2	
Thingoe - - - 18		127 2 11	33 1 8	538 3 7	89 5 0	- - -	- - -	3 0 0	630 8 7	149 8 11	
Woodbridge - - 62		394 2 1	269 16 9	2,240 13 8	- - -	- - -	- - -	2 14 0	2,243 7 3	635 6 4	
Boroughs, &c. - - 9		61 19 6	290 0 2	9,096 0 10	- - -	- - -	- - -	240 6 6	9,336 7 4	2,371 15 3	
497		3,723 6 2	1,630 14 2	29,837 17 8	232 2 9	28 6 6	- - -	868 14 2	30,967 1 1	8,181 1 9	

COUNTY OF SURREY.

Chertsey - - - 9	131 9 11	23 6 0	1,644 16 8	- - -	- - -	- - -	50 18 4	1,695 15 0	575 17 9
Croydon - - - 10	232 2 5	42 0 11	1,208 0 7	- - -	- - -	- - -	23 4 0	1,231 4 7	464 17 2
Dorking - - - 8	177 13 3	0 0 7	1,627 6 5	- - -	- - -	- - -	24 1 10	1,651 8 3	574 14 2
Epsom - - - 13	263 13 3	16 3 8	1,499 9 5	42 10 6	- - -	- - -	43 0 6	1,585 0 5	360 13 6
Farnham - - - 5	11 17 4	15 6 4	1,009 16 10	- - -	- - -	- - -	7 10 11	1,017 7 9	345 8 3
Godstone - - - 15	414 17 0	2 7 0	1,511 12 5	203 10 6	- - -	- - -	1 6 6	1,716 9 5	580 9 2
Guildford - - - 36	572 3 5	111 12 11	4,558 4 3	7 10 0	12 6 7	- - -	136 12 7	4,714 13 5	1,740 15 8
Kingston and Elmbridge - 15	169 19 7	76 4 1	1,062 0 6	80 7 2	- - -	- - -	125 5 4	1,267 13 0	432 18 7
Reigate - - - 11	339 8 6	188 18 4	3,204 13 0	168 6 9	24 7 7	86 6 8	11 9 7	3,493 3 7	812 5 2
Richmond - - - 3	- - -	8 19 2	1,474 7 8	- - -	- - -	- - -	46 8 0	1,520 15 8	230 3 7
Wandsworth - - 2	152 19 0	12 16 2	525 7 9	22 19 11	0 15 1	- - -	87 17 2	636 19 11	121 11 11
Boroughs, &c. - - 13	638 17 2	46 16 5	9,354 10 2	- - -	- - -	- - -	686 19 9	10,041 9 11	2,506 15 8
Metropolitan District (in respect of the County of Surrey) - - - 9	1,074 7 10	883 15 7	73,496 18 8	- - -	- - -	- - -	3,685 16 8	77,182 15 4	20,541 7 2
149	4,179 8 8	1,428 7 2	102,177 4 4	525 4 10	37 9 8	86 6 8	4,930 11 2	107,756 16 8	29,307 17 2

COUNTY OF SUFFOLK.

EXPENDITURE									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7 4 0	101 18 2	10 10 4	19 2 0	- - -	- - -	- - -	4 5 0	208 16 11	53 5 7	6 8 4
157 11 7	242 8 5	106 13 4	- - -	- - -	10 0 0	- - -	49 17 10	843 14 10	202 9 4	18 1 4
53 10 6	763 6 1	190 1 4	174 14 0	6 8 0	- - -	- - -	82 19 9	1,843 12 1	426 3 9	119 12 6
218 12 8	355 17 10	52 5 6	34 16 0	12 14 1	0 1 6	- - -	28 12 5	952 9 0	209 4 7	17 10 11
82 13 6	125 6 9	50 7 7	17 5 6	- - -	- - -	- - -	14 5 4	452 7 3	138 5 3	49 1 6
96 14 0	180 7 10	54 10 2	41 12 0	8 8 8	- - -	- - -	6 4 6	584 14 9	49 5 5	22 8 6
112 10 5	271 1 0	94 10 5	- - -	- - -	- - -	- - -	45 1 9	838 9 2	151 17 11	24 7 3
153 1 1	944 7 6	185 14 5	86 2 0	24 5 7	17 15 6	- - -	246 19 9	2,171 18 7	311 15 7	66 16 8
190 5 5	682 12 1	68 15 6	22 0 0	- - -	- - -	- - -	21 17 3	1,391 14 2	266 8 9	120 0 1
102 5 4	876 5 9	437 13 2	86 13 0	- - -	- - -	- - -	17 0 8	1,974 9 6	213 10 9	56 13 1
353 13 4	756 10 0	96 7 3	83 2 0	5 13 6	- - -	15 0 0	51 11 7	1,715 18 9	102 10 0	138 8 2
212 2 10	400 0 10	211 14 8	34 6 0	- - -	- - -	- - -	20 4 3	1,091 4 6	213 0 10	89 11 10
141 8 8	103 6 11	18 10 11	21 0 0	- - -	- - -	- - -	13 4 5	404 4 5	301 1 1	18 7 2
187 11 8	205 10 7	145 16 4	10 0 0	13 2 0	- - -	- - -	120 19 2	1,004 3 0	164 4 0	155 12 11
100 10 11	252 19 4	42 7 6	- - -	4 15 0	- - -	- - -	54 3 4	600 17 0	125 6 11	47 6 1
186 11 3	161 15 10	81 8 5	125 15 6	12 12 0	0 9 6	32 0 0	44 16 11	919 8 5	196 6 10	38 6 6
80 10 0	240 19 10	57 1 8	26 13 0	45 15 11	- - -	- - -	102 6 9	702 4 2	221 6 7	- - -
73 12 5	287 4 8	61 19 7	12 0 5	9 3 8	- - -	- - -	32 7 8	718 5 1	159 14 5	104 12 4
124 19 9	166 8 2	26 7 0	9 9 0	29 5 0	- - -	- - -	11 18 10	577 16 8	174 3 0	27 9 10
442 14 5	657 16 4	152 17 8	151 5 0	- - -	- - -	- - -	118 12 11	2,158 12 8	433 8 9	224 8 10
1,056 15 3	1,018 13 11	3,579 11 8	1,176 17 1	- - -	- - -	- - -	1,399 2 10	10,602 14 0	14 6 8	1,508 14 0
4,134 19 0	8,794 17 10	5,765 0 8	2,132 12 6	232 2 9	28 6 6	47 0 0	2,469 13 11	31,785 14 11	4,127 16 0	2,853 17 10

COUNTY OF SURREY.

448 17 3	272 18 4	248 2 1	110 0 0	- - -	- - -	25 0 0	49 14 1	1,730 9 6	118 14 3	45 4 10
337 17 10	312 14 11	141 8 3	- - -	- - -	- - -	- - -	108 8 4	1,365 6 6	172 5 6	116 5 11
460 16 10	232 18 9	125 11 2	52 5 0	- - -	- - -	6 11 3	155 3 7	1,608 0 9	241 15 3	20 15 1
59 1 10	399 16 11	232 15 9	- - -	42 10 6	- - -	0 10 2	88 18 5	1,174 6 11	665 14 11	7 11 10
261 4 2	109 19 2	125 12 5	166 0 0	- - -	- - -	- - -	25 7 7	1,033 11 6	13 3 4	32 16 1
351 18 11	257 16 9	185 4 4	36 4 2	203 10 6	- - -	13 15 1	212 10 5	1,791 9 4	354 8 9	16 18 8
921 9 2	943 18 10	293 7 4	58 0 0	7 10 0	12 6 7	98 2 2	399 0 10	4,474 10 7	754 15 2	54 1 10
313 3 2	173 4 2	214 10 6	20 16 6	80 7 2	- - -	- - -	80 11 6	1,335 11 7	64 5 7	38 8 8
1,017 19 10	589 12 11	381 13 11	96 0 0	168 6 9	24 7 7	14 0 0	15 9 8	3,119 15 10	544 9 3	18 11 4
187 17 9	375 3 0	156 18 2	84 15 0	- - -	- - -	- - -	363 1 6	1,397 19 0	119 16 9	5 19 3
127 1 7	103 16 9	48 10 4	10 10 0	22 19 11	0 15 1	- - -	228 19 3	664 4 10	112 17 11	- - -
1,971 0 0	2,179 16 11	1,963 7 5	155 14 0	- - -	- - -	- - -	1,268 9 3	10,045 2 9	779 17 7	191 9 8
12,692 2 2	23,998 19 3	5,210 9 5	6,310 3 4	- - -	- - -	- - -	7,253 16 5	76,006 18 0	2,346 3 6	979 13 11
19,150 10 6	29,940 16 5	9,277 11 1	7,100 8 0	525 4 10	37 9 3	157 18 8	10,249 11 11	105,747 7 1	6,283 7 9	1,627 17 1

COUNTY OF SUSSEX.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Arundel, Lower - - 26	453 19 9	19 9 10	2,010 18 4	102 5 3	- - -	48 13 1	120 10 4	2,283 7 0	920 1 8		
Arundel, Upper - - 27	144 0 10	41 3 8	562 19 5	- - -	12 11 0	- - -	26 5 7	601 16 0	221 13 2		
Battle - - - 14	185 5 8	65 4 9	829 13 0	455 14 8	- - -	- - -	- - -	1,285 7 8	497 9 0		
Bramber, Lower - - 13	270 12 0	3 13 0	3,431 13 7	- - -	- - -	- - -	57 4 4	3,488 17 11	1,190 11 7		
Brighton - - - 8	39 16 7	17 14 2	362 1 4	4 15 0	- - -	- - -	0 7 6	367 3 10	125 18 1		
Burwash - - - 5	163 8 11	75 8 2	856 3 6	- - -	- - -	- - -	0 3 7	856 7 1	253 12 2		
Chichester, Lower - 24	210 2 10	65 19 10	1,287 16 10	29 6 4	- - -	4 2 6	5 17 2	1,387 2 10	622 14 9		
Chichester, Upper - 42	410 0 11	152 11 9	1,324 14 9	70 13 0	- - -	- - -	72 1 6	1,467 9 5	457 14 11		
Cuckfield - - - 13	191 6 4	145 1 2	2,461 11 6	- - -	- - -	- - -	67 15 8	2,529 7 2	992 9 6		
Frant - - - - 5	239 6 10	187 17 1	1,884 18 3	223 15 9	- - -	- - -	17 18 11	2,126 7 11	664 19 3		
Grinstead, East - - 6	212 10 6	- - -	1,691 2 3	- - -	- - -	- - -	0 19 10	1,692 5 1	503 2 3		
Hailsham - - - 19	358 2 2	9 10 10	1,170 7 0	585 17 9	15 7 2	- - -	56 8 2	1,828 0 1	550 2 1		
Hastings - - - 7	94 2 2	10 16 2	659 6 2	117 14 6	- - -	- - -	- - -	777 1 2	213 12 5		
Lewes - - - - 41	281 13 3	91 7 7	1,682 5 8	- - -	22 14 0	- - -	24 15 6	1,729 15 2	536 7 9		
Pevensey Liberty - 3	57 10 2	9 8 7	145 2 1	134 13 4	87 5 3	- - -	- - -	367 0 8	92 18 3		
Rye - - - - - 9	135 6 9	2 15 8	437 15 3	- - -	- - -	- - -	1 0 0	438 15 3	130 9 3		
Steyning - - - 24	148 9 5	55 14 11	1,168 18 4	3 0 0	12 0 0	- - -	31 2 3	1,215 0 7	351 6 2		
Uckfield - - - 8	129 4 1	8 5 9	769 18 10	109 10 10	5 14 6	- - -	26 18 8	912 2 10	356 13 1		
Worthing - - - 6	64 11 1	- - -	180 7 2	- - -	- - -	- - -	3 3 6	183 11 3	91 11 10		
Boroughs, &c. - - 21	1,008 5 11	5 5 10	13,218 11 10	- - -	- - -	16 18 9	428 12 2	13,664 2 9	4,332 18 5		
321	4,797 16 0	967 8 9	36,136 2 2	1,897 6 5	155 11 11	69 14 4	941 4 8	39,199 19 6	13,076 5 8		

COUNTY OF WARWICK.

Alcester - - - 17	97 11 1	72 8 1	658 8 4	- - -	- - -	- - -	0 6 11	658 14 4	287 0 11
Atherstone - - - 33	194 4 8	78 13 10	1,161 14 2	32 10 0	- - -	- - -	64 5 2	1,258 10 4	355 18 8
Birmingham - - 7	218 5 4	38 3 4	1,331 5 2	- - -	- - -	- - -	14 3 5	1,345 8 7	524 15 0
Brilles - - - - 25	167 1 4	381 3 3	1,476 18 6	44 17 0	- - -	- - -	14 7 11	1,536 3 5	711 14 0
Burton Dassett - - 9	89 7 8	14 3 0	584 0 9	- - -	- - -	- - -	58 18 8	642 19 5	283 15 8
Coleshill - - - 20	110 0 5	85 1 10	758 16 2	- - -	- - -	- - -	31 3 5	789 19 7	348 17 5
Henley-in-Arden - 17	160 14 8	14 1 9	596 5 0	- - -	- - -	- - -	72 7 1	668 12 1	384 18 1
Kenilworth - - - 13	125 10 9	86 10 0	1,495 16 6	35 11 0	- - -	- - -	86 0 4	1,617 7 10	558 3 3
Kineton - - - - 14	155 5 7	16 4 0	1,033 5 6	11 16 0	- - -	- - -	12 13 0	1,057 15 6	434 1 6
Kirby - - - - - 44	326 10 10	133 16 9	2,742 1 1	24 6 10	- - -	- - -	48 6 5	2,814 14 4	851 2 2
Rugby - - - - - 22	152 1 10	73 8 3	1,165 4 7	7 7 5	- - -	- - -	3 11 0	1,176 5 1	851 8 1
Snitterfield - - - 6	60 2 1	6 8 3	329 17 5	- - -	- - -	- - -	1 10 6	331 7 11	191 8 0
Solihull - - - - 11	133 12 3	5 6 4	921 9 9	- - -	0 1 6	- - -	4 15 2	926 6 5	373 19 9
Southam - - - - 29	190 5 2	80 19 10	2,992 14 9	- - -	36 0 0	- - -	168 18 3	3,197 13 0	916 9 7
Stratford - - - 14	110 11 0	117 3 2	590 16 11	- - -	- - -	- - -	10 19 0	601 15 11	257 6 8
Warwick - - - - 23	97 0 4	66 0 1	945 1 5	56 4 3	- - -	- - -	12 10 10	1,041 16 4	365 18 4
Boroughs, &c. - - 15	483 2 10	222 5 0	37,311 3 9	- - -	- - -	20 0 0	248 12 3	37,479 16 0	20,211 4 7
318	2,872 0 5	1,478 16 9	55,993 0 7	242 12 7	36 1 6	20 0 0	853 9 5	57,145 4 1	27,411 1 3

COUNTY OF WESTMORLAND.

Ambleside - - - 6	89 5 2	- - -	152 14 10	- - -	- - -	- - -	0 17 2	152 12 0	127 3 1
East Ward - - - 56	253 5 0	23 16 7	739 16 10	- - -	- - -	- - -	107 9 11	847 6 9	325 12 10
Kendal Ward - - 47	211 7 7	34 11 11	1,072 4 5	3 17 6	- - -	- - -	95 15 6	1,171 17 5	812 10 3
Lonsdale Ward - - 15	53 5 5	0 10 0	201 0 10	- - -	- - -	0 11 0	30 14 10	232 6 8	162 19 11
West Ward - - - 42	161 13 5	6 6 11	832 7 5	19 0 0	5 10 0	- - -	20 17 8	877 15 1	539 14 9
Boroughs, &c. - - 2	80 13 10	28 19 0	651 17 3	- - -	- - -	- - -	3 4 4	655 1 7	314 1 11
168	849 10 5	94 4 5	3,650 1 7	22 17 6	5 10 0	0 11 0	258 19 5	3,937 19 6	2,282 2 9

COUNTY OF SUSSEX.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
410 2 3	582 7 8	72 9 7	180 5 0	102 5 3	- - -	4 10 0	106 18 4	2,386 19 9	391 1 4	61 4 2
191 14 2	62 6 11	47 7 6	6 0 0	- - -	12 11 0	- - -	10 8 3	552 1 1	196 17 5	44 5 4
67 6 6	71 1 9	74 8 6	45 0 0	455 14 8	- - -	24 0 0	14 4 5	1,249 4 10	183 16 10	29 13 1
338 2 6	1,257 10 5	157 11 0	89 0 0	- - -	- - -	129 12 0	42 2 0	3,404 9 6	351 7 5	- - -
39 1 10	58 18 8	60 9 9	- - -	4 15 0	- - -	- - -	- - -	289 3 4	109 13 8	9 10 9
111 2 10	94 15 2	25 6 8	51 0 0	- - -	- - -	9 15 0	16 13 10	570 5 8	374 2 2	- - -
299 19 4	135 7 2	61 11 7	150 15 0	89 6 4	- - -	- - -	34 7 9	1,394 1 11	228 2 8	90 18 9
281 12 9	265 13 8	191 13 9	40 10 0	70 13 0	- - -	- - -	53 0 0	1,369 18 1	383 8 11	28 9 3
663 15 10	217 18 9	217 10 8	25 0 0	- - -	- - -	86 18 0	65 5 7	2,268 18 4	337 16 0	31 2 0
233 4 4	508 10 10	148 6 8	107 2 9	223 15 9	- - -	- - -	75 1 2	2,023 0 9	203 3 2	48 6 3
552 4 8	226 2 0	51 13 1	85 0 0	- - -	- - -	48 0 0	148 1 2	1,614 2 9	302 6 5	11 15 7
81 15 8	286 14 8	64 1 1	68 0 0	585 17 9	15 7 2	40 12 11	33 13 8	1,726 5 0	469 6 2	18 19 9
119 17 1	152 1 6	32 8 3	15 0 0	117 14 6	- - -	- - -	10 4 8	660 18 5	203 7 8	3 18 5
368 15 1	302 9 9	183 14 0	33 4 11	- - -	22 14 0	83 10 6	54 7 1	1,575 3 1	423 11 4	78 13 7
1 14 8	0 6 0	58 2 9	- - -	134 13 4	87 5 3	1 13 0	9 15 8	386 8 11	40 12 10	11 19 6
189 11 11	84 18 9	32 3 1	20 6 0	- - -	- - -	- - -	17 18 8	475 7 8	102 9 9	6 11 1
482 7 11	226 2 8	47 7 9	52 0 0	3 0 0	12 0 0	10 2 0	33 13 4	1,217 19 10	169 8 7	79 13 4
199 13 8	177 8 11	69 7 10	37 16 0	109 10 10	5 14 6	9 0 0	12 16 8	958 1 6	108 1 0	33 1 4
29 0 11	39 3 3	13 14 2	12 10 0	- - -	- - -	- - -	8 18 4	194 18 6	78 9 9	25 5 11
2,109 12 2	3,741 10 5	1,224 9 11	379 19 9	- - -	- - -	19 4 8	1,861 13 0	13,669 7 11	1,010 2 11	12 8 0
7,082 15 8	8,491 8 11	2,841 17 7	1,415 9 5	1,897 6 5	155 11 11	466 17 8	2,609 3 7	37,986 16 10	5,689 6 0	625 16 1

COUNTY OF WARWICK.

72 11 9	86 10 3	70 5 4	56 7 0	- - -	- - -	- - -	37 3 7	609 18 10	101 14 1	27 15 7
208 9 5	408 0 7	82 4 0	48 6 8	32 10 0	- - -	- - -	63 10 3	1,193 19 2	216 5 2	36 3 2
141 16 11	170 7 6	243 9 9	55 10 0	- - -	- - -	- - -	113 14 8	1,249 13 10	275 16 9	- - -
425 8 4	228 1 0	31 8 3	5 4 0	44 17 0	- - -	- - -	15 18 1	1,462 10 8	248 8 11	388 18 1
173 16 0	148 5 4	19 14 2	- - -	- - -	- - -	40 0 0	8 6 0	675 18 2	65 8 10	23 2 11
102 5 2	128 15 1	55 19 7	34 0 0	- - -	- - -	- - -	116 10 4	786 7 7	102 18 9	74 8 1
110 9 3	82 10 9	42 18 9	- - -	- - -	- - -	- - -	19 11 10	640 8 8	182 12 11	7 16 7
205 11 1	403 6 8	80 17 5	116 4 7	35 11 0	- - -	50 0 0	38 4 2	1,487 18 2	207 10 2	38 19 9
245 1 10	231 6 3	34 16 3	- - -	11 16 0	- - -	148 10 0	11 3 4	1,116 15 2	104 14 4	24 12 5
388 16 5	785 2 6	334 3 10	179 3 3	24 6 10	- - -	69 15 8	105 13 8	2,738 6 4	334 2 6	65 0 5
96 4 3	364 16 4	124 4 8	10 17 0	7 7 6	- - -	32 15 0	32 9 11	1,020 2 9	259 6 3	24 12 4
56 17 6	51 17 8	24 9 3	2 10 0	- - -	- - -	7 10 0	17 13 8	352 6 1	39 19 2	6 17 6
88 18 1	252 0 6	50 10 1	23 4 6	- - -	0 1 6	- - -	112 18 5	881 12 10	186 11 0	13 11 6
463 18 3	1,123 18 10	175 4 10	44 14 0	- - -	36 0 0	217 19 3	84 1 11	3,064 6 8	295 5 5	32 13 4
82 11 3	194 8 6	28 13 3	15 0 0	- - -	- - -	- - -	14 11 4	592 11 0	77 17 11	73 5 2
129 17 2	188 13 2	45 3 5	14 10 0	86 4 3	- - -	- - -	18 16 4	852 2 8	227 8 2	6 14 3
8,661 11 10	2,728 6 1	2,373 9 3	1,757 4 9	- - -	- - -	65 0 0	3,333 12 8	39,130 9 2	82 3 1	1,478 12 5
1,438 6 6	7,576 8 0	3,797 12 1	2,357 15 9	242 12 7	36 1 6	631 9 11	4,144 0 2	57,855 7 9	3,008 3 6	2,325 3 6

COUNTY OF WESTMORLAND.

23 16 8	13 14 1	5 8 8	8 10 0	- - -	- - -	- - -	12 1 10	190 14 8	56 14 8	4 11 8
159 9 6	339 8 4	14 18 6	16 12 0	- - -	- - -	1 18 0	19 4 5	877 3 7	211 16 6	12 4 11
109 3 0	63 8 6	6 11 3	24 1 0	3 17 6	- - -	- - -	33 9 2	1,043 0 8	326 19 9	21 7 4
18 16 8	8 4 5	34 1 9	8 10 0	- - -	- - -	- - -	6 11 8	239 6 5	51 9 10	5 14 2
92 1 8	139 17 7	21 6 7	3 0 0	19 0 0	5 10 0	- - -	49 15 9	870 6 4	175 3 3	12 8 0
108 14 10	150 10 2	47 8 4	46 1 0	- - -	- - -	- - -	0 7 6	667 3 9	195 10 7	155 17 11
512 4 2	705 3 1	129 15 1	106 14 0	22 17 6	5 10 0	1 18 0	121 10 4	3,687 14 11	1,017 14 7	212 4 0

COUNTY OF WILTS.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	
	Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bradford	- 13	53 7 0	53 13 10	740 0 7	- -	26 10 0	15 0 0	32 8 8	813 19 3	263 11 9	
Calne	- 11	128 9 0	0 3 1	1,051 4 4	5 9 10	5 16 6	- -	64 4 8	1,126 15 4	506 0 0	
Chippenham	- 33	188 14 1	64 6 0	2,396 8 10	107 0 8	26 0 0	1 11 0	70 16 0	2,601 16 6	930 16 5	
Cricklade	- 20	139 2 7	6 2 4	1,022 12 3	61 12 8	- -	101 14 5	75 1 6	1,261 0 10	482 12 0	
Devizes	- 36	576 7 10	32 16 7	1,067 19 9	441 0 6	- -	- -	33 1 4	1,542 1 7	545 0 7	
Everley	- 22	115 9 2	34 11 8	284 1 3	- -	- -	10 0 0	2 17 0	296 18 3	212 10 9	
Hindon	- 40	345 2 5	77 16 5	2,048 10 10	- -	17 3 9	111 5 8	39 1 2	2,216 1 5	1,059 11 6	
Malmesbury	- 36	300 10 2	94 4 3	1,919 1 3	108 17 6	21 8 7	- -	20 11 0	2,069 18 4	807 15 3	
Marlborough	- 27	141 9 0	38 17 6	574 12 2	28 9 0	2 13 4	11 12 0	0 2 6	617 9 0	276 16 2	
Melksham	- 5	86 18 6	- -	475 3 11	- -	- -	- -	14 8 0	499 11 11	243 14 10	
Pewsey	- 20	203 18 7	31 18 1	654 17 6	20 2 6	- -	- -	22 13 0	697 13 0	180 12 7	
Ramsbury	- 14	116 9 2	39 8 11	426 18 4	- -	- -	- -	16 18 0	443 16 4	239 15 7	
Salisbury and Amesbury	87	420 19 5	113 16 11	1,224 18 8	58 16 1	33 11 1	14 12 5	9 18 6	1,341 16 9	777 10 4	
Swindon	- 44	506 17 3	121 15 6	2,825 2 6	131 14 0	- -	200 16 7	111 2 1	3,268 15 2	1,133 4 5	
Trowbridge	- 4	63 12 2	10 12 6	556 4 2	- -	- -	- -	3 16 0	560 0 2	113 5 10	
Warminster	- 28	225 7 7	242 16 9	1,263 14 8	- -	- -	20 2 9	12 17 3	1,296 14 8	506 18 9	
Westbury	- 5	34 17 4	7 14 8	429 2 0	- -	- -	- -	2 8 0	431 10 0	259 14 0	
Whorwelladown	- 12	51 15 6	22 8 4	763 6 8	133 8 6	- -	- -	27 5 0	924 0 8	238 14 4	
Boroughs, &c.	- 12	297 6 3	54 3 9	2,750 3 6	- -	- -	- -	91 1 1	2,841 4 7	1,183 19 1	
		469	4,096 13 0	1,059 9 1	22,474 3 2	1,096 11 3	133 8 3	486 14 10	450 10 9	24,841 3 3	9,381 4 7

COUNTY OF WORCESTER.

Blockley	- 17	102 12 3	21 9 9	594 14 5	50 6 4	- -	- -	1 12 6	646 13 8	266 3 4	
Bromsgrove	- 8	86 17 0	36 16 4	773 19 0	3 9 0	- -	- -	5 10 3	782 18 3	247 10 11	
Droitwich	- 14	99 14 4	92 5 7	1,145 15 10	- -	- -	- -	17 3 0	1,162 18 10	515 9 3	
Dudley	- 1	- -	22 18 4	122 9 0	- -	- -	- -	79 10 0	501 19 0	45 9 7	
Evesham	- 19	92 2 7	97 9 7	948 10 3	55 14 0	- -	0 10 3	4 19 6	1,009 14 0	328 19 3	
Hales Owen	- 11	31 10 5	18 2 1	347 14 10	- -	- -	- -	- -	347 14 10	107 3 2	
Hundred House	- 23	119 5 6	32 2 0	742 17 9	7 7 10	0 3 6	- -	- -	750 9 1	289 2 1	
Kidderminster	- 7	60 19 2	70 8 5	840 4 5	- -	- -	- -	16 4 8	856 9 2	293 5 5	
Northfield	- 7	301 16 6	23 16 0	1,758 8 6	5 10 7	- -	- -	36 2 10	1,800 1 11	633 12 1	
Pershore	- 40	255 5 3	197 9 2	1,106 17 7	- -	- -	- -	102 0 5	1,208 18 0	497 13 1	
Stourbridge	- 14	44 13 0	116 10 11	830 11 5	63 7 0	- -	- -	13 5 9	907 4 2	238 6 3	
Stourport	- 6	40 6 7	7 3 1	320 4 4	9 17 6	- -	- -	24 7 10	354 9 8	110 14 11	
Tenbury	- 14	127 15 1	24 6 11	557 18 9	- -	- -	- -	- -	557 18 9	248 6 1	
Upton	- 21	157 2 8	295 1 0	1,361 5 10	- -	- -	- -	0 19 0	1,362 4 10	389 6 9	
Great Malvern Portion	8	274 19 1	- -	226 4 11	- -	- -	- -	19 17 11	246 2 10	194 11 1	
Worcester	- 36	477 7 3	39 1 6	1,755 6 5	42 2 5	- -	- -	40 17 1	1,838 5 11	588 18 5	
Boroughs, &c.	- 14	607 17 6	9 5 3	6,984 14 5	- -	- -	- -	237 4 4	7,221 18 9	3,789 19 10	
		260	2,880 4 2	1,104 7 11	20,417 17 8	237 14 8	0 3 6	0 10 3	599 15 2	21,256 1 3	8,806 11 4

COUNTY OF WILTS.

EXPENDITURE									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
77 19 0	131 16 3	26 6 8	5 0 0	- -	26 10 0	- -	181 7 5	711 11 1	110 6 10	8 5 6
312 14 4	180 9 6	39 8 4	78 15 1	5 9 10	5 16 6	53 3 10	12 4 7	1,194 2 0	86 0 2	25 0 11
336 10 3	437 19 7	163 7 10	143 1 1	107 0 8	26 0 0	93 10 0	274 0 7	2,532 6 4	419 14 11	125 16 8
903 12 8	299 9 3	27 6 0	43 0 0	61 12 8	- -	0 10 0	37 11 0	1,155 13 7	258 15 0	20 7 6
93 12 5	455 11 2	86 17 5	10 0 0	441 0 6	- -	- -	73 2 0	1,705 4 5	405 9 1	25 0 8
19 4 3	27 8 5	10 13 7	3 12 6	- -	- -	- -	13 14 5	287 3 11	116 8 10	15 17 0
438 11 11	312 9 11	97 16 0	43 2 6	- -	17 3 9	47 1 11	77 16 5	2,143 13 11	339 2 0	21 8 6
368 5 3	368 4 10	47 5 1	2 15 0	108 17 6	21 8 7	229 0 0	94 17 0	2,068 9 4	305 1 3	97 6 4
126 5 6	97 12 8	24 11 6	- -	28 9 0	2 13 4	- -	26 4 3	582 12 5	196 4 11	58 16 10
108 16 1	58 12 2	9 17 11	31 0 0	- -	- -	- -	65 19 3	518 0 8	67 8 8	8 18 11
138 6 9	145 3 2	77 14 9	30 12 6	20 2 6	- -	- -	82 17 1	675 14 4	206 13 5	12 14 3
75 14 3	37 0 7	52 12 2	20 0 0	- -	- -	- -	83 14 0	508 17 0	67 9 1	55 9 6
284 1 7	121 14 10	111 17 5	28 15 0	58 16 1	33 11 1	- -	85 18 11	1,502 5 3	415 1 4	268 7 4
750 1 7	1,009 9 10	178 7 2	69 0 0	131 14 0	- -	76 1 11	242 2 3	3,590 1 9	275 1 11	211 6 2
42 19 11	320 11 1	43 13 3	64 0 0	- -	- -	- -	1 11 6	586 2 0	27 16 11	0 19 1
128 9 0	145 10 7	190 7 11	48 10 0	- -	- -	40 6 6	83 8 9	1,143 11 6	223 9 10	87 15 10
26 15 10	72 12 9	29 14 8	- -	- -	- -	10 0 0	14 0 3	412 17 6	64 17 11	19 2 9
85 2 8	289 1 7	36 0 5	58 0 0	133 8 6	- -	3 0 0	14 6 1	857 13 7	111 18 0	16 4 3
225 19 11	797 16 2	307 13 2	66 8 0	- -	- -	- -	310 17 3	2,892 13 7	200 7 10	8 16 4
4,913 3 11	5,308 19 4	1,561 12 0	745 11 8	1,096 11 3	133 3 3	552 14 2	1,775 13 5	25,068 13 7	3,897 7 11	1,087 14 4

COUNTY OF WORCESTER.

142 12 0	134 7 4	41 4 7	3 5 3	50 6 4	- -	13 0 0	9 1 0	853 19 10	104 15 10	40 19 11
122 3 6	276 1 1	98 2 7	- -	3 9 0	- -	- -	56 2 6	803 9 7	40 10 4	11 1 0
192 18 0	258 19 6	57 5 11	- -	- -	- -	- -	68 0 9	1,092 13 5	163 7 5	85 13 3
22 12 0	41 2 9	11 18 10	7 2 6	- -	- -	- -	227 9 2	355 14 10	- -	176 14 2
226 19 2	179 1 5	47 13 1	- -	55 14 0	- -	26 17 9	22 4 1	887 9 1	180 19 9	64 1 10
55 15 2	81 15 11	11 10 2	19 5 0	- -	- -	- -	52 4 6	327 13 11	39 18 3	6 9 0
163 7 3	134 5 9	16 19 2	4 18 0	7 7 10	0 3 6	184 5 7	26 19 7	827 8 9	84 4 0	74 0 2
228 17 3	75 15 1	76 6 7	38 9 5	- -	- -	- -	79 16 2	792 10 4	80 16 1	26 6 6
206 16 1	525 3 11	153 10 3	171 3 0	5 10 7	- -	- -	7 16 3	1,723 12 7	362 18 9	8 8 11
266 13 10	256 17 6	52 7 3	10 0 0	- -	- -	- -	69 5 3	1,152 17 9	294 11 9	180 15 5
164 0 3	112 11 11	101 12 1	65 17 9	63 7 0	- -	3 7 2	31 4 11	780 7 4	112 4 3	57 5 4
93 10 2	45 9 8	9 11 7	8 0 0	0 17 6	- -	40 0 0	20 13 6	337 17 4	60 15 5	11 1 7
131 18 10	98 2 7	19 18 5	10 3 6	- -	- -	44 0 0	17 18 9	570 8 2	130 4 8	39 5 11
391 10 7	413 18 7	55 5 2	98 0 0	- -	- -	- -	20 2 1	1,368 3 1	109 17 0	253 14 4
121 11 2	79 10 0	12 16 9	14 0 0	- -	- -	- -	61 10 11	483 19 11	62 11 7	25 9 7
463 13 4	408 9 7	96 15 1	87 0 0	42 2 5	- -	87 13 0	35 12 2	1,861 4 3	461 1 2	45 13 3
1,177 10 9	738 7 8	490 15 10	374 13 8	- -	- -	20 0 0	1,129 12 2	7,720 19 11	335 3 6	235 12 5
4,172 9 9	3,860 0 7	1,353 13 9	911 18 1	237 14 8	0 3 6	421 3 6	1,986 14 7	21,750 10 1	2,624 0 6	1,342 13 1

COUNTY OF YORK.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
EAST RIDING.											
Bainton-Beacon	- 23	263 8 4	210 6 1	4,048 19 4	7 10 0	5 0 0	- -	190 11 7	4,252 0 11	1,148 7 9	
Buckrose	- 47	183 14 3	43 13 1	2,931 9 2	410 13 2	31 0 4	- -	49 2 4	3,422 5 7	1,305 10 9	
Dickering	- 50	536 0 6	75 17 4	6,449 18 2	- -	- -	- -	306 10 11	6,756 9 1	2,356 11 2	
Holderness, Middle	- 33	358 2 0	2 10 5	1,639 14 2	563 0 6	- -	- -	119 4 9	2,321 19 5	546 1 2	
Holderness, North	- 35	298 6 7	8 14 3	2,267 17 3	24 11 11	7 16 11	- -	321 4 9	2,621 10 10	652 17 5	
Holderness, South	- 25	266 10 11	22 2 10	1,177 4 3	620 15 10	- -	- -	163 10 9	1,961 10 10	414 6 11	
Holme-Beacon	- 29	159 13 6	20 13 3	2,624 10 11	131 8 5	16 9 9	24 0 0	82 3 9	2,878 12 2	735 13 10	
Howdenshire	- 33	318 13 4	110 9 6	3,075 6 5	- -	- -	- -	34 1 10	3,109 8 3	758 10 5	
Hunsley-Beacon, North	21	251 13 5	47 10 1	1,497 5 6	- -	- -	- -	110 13 11	1,607 19 2	376 13 3	
Hunsley-Beacon, South	26	297 9 3	65 19 6	2,786 17 5	355 15 6	7 11 0	- -	241 0 11	3,396 4 10	906 15 11	
Ouse and Derwent	- 30	190 6 4	78 5 7	3,409 5 10	1 0 0	1 4 0	- -	98 13 8	3,510 3 6	932 10 6	
Wilton-Beacon	- 31	187 10 10	31 14 2	2,412 10 9	99 13 2	51 4 0	- -	79 6 11	2,642 14 10	728 17 0	
NORTH RIDING.											
Allertonshire	- 33	161 9 11	1 5 1	1,388 4 4	- -	- -	- -	15 10 2	1,404 3 6	677 10 4	
Birdforth	- 55	244 13 0	11 2 9	2,000 18 6	- -	- -	- -	20 4 6	2,021 3 0	964 18 1	
Bulmer, East	- 32	152 2 11	76 9 0	2,569 5 9	251 9 5	53 2 4	- -	54 10 11	2,928 7 9	715 6 5	
Bulmer, West	- 30	187 11 2	- -	1,641 3 5	227 3 9	- -	1 6 9	96 5 9	1,965 19 8	606 8 10	
Gilling, East	- 24	89 12 1	14 12 1	697 5 9	- -	- -	- -	4 12 6	701 18 3	370 12 11	
Gilling, West	- 45	109 5 3	60 6 11	807 9 9	- -	- -	13 18 8	5 1 0	826 9 5	513 14 10	
„ Greta Bridge District	21	80 11 11	7 9 4	409 13 4	7 3 6	8 6 9	- -	23 17 7	449 1 2	245 10 4	
Hallikeld	- 31	110 5 10	17 5 4	832 17 7	3 11 6	5 19 6	- -	26 13 6	868 15 1	648 15 2	
Hang, East	- 35	147 12 3	8 15 8	1,261 13 5	- -	- -	- -	24 7 8	1,286 1 1	829 0 11	
Hang, West	- 48	250 11 6	0 17 11	1,209 15 1	- -	35 13 3	66 3 2	53 13 4	1,365 4 10	983 10 4	
Lanbaugh, East	- 30	317 8 4	35 6 8	2,056 5 4	306 1 3	110 5 9	- -	23 19 5	2,496 11 9	729 17 5	
Lanbaugh, North	- 8	139 14 0	1 16 2	680 15 10	- -	- -	- -	1 7 4	682 3 2	193 14 10	
Lanbaugh, West	- 33	151 15 9	22 14 11	1,506 15 3	- -	- -	- -	29 13 2	1,536 8 3	552 6 2	
Malton	- 21	141 7 3	64 6 3	1,101 6 6	74 11 10	6 10 9	- -	28 8 1	1,210 17 2	526 11 1	
Pickering Lyth, East	- 29	245 7 10	54 13 3	2,078 17 3	- -	- -	21 0 0	142 9 8	2,242 6 11	1,088 14 2	
Pickering Lyth, West	- 26	225 18 4	5 16 5	1,586 17 4	638 15 3	124 10 0	106 10 0	94 14 3	2,551 6 10	990 4 3	
Ryedale	- 51	167 4 8	6 7 4	2,276 9 11	128 7 9	70 12 11	- -	112 5 7	2,587 16 2	1,090 11 0	
Whitby-Strand	- 19	216 13 0	9 5 0	2,081 17 7	- -	- -	- -	7 9 0	2,089 6 7	825 7 5	
Yarm	- 17	145 15 11	1 19 6	610 3 3	25 1 6	0 17 6	- -	11 19 3	648 1 6	307 10 10	
WEST RIDING.											
Agbrigg, Lower	- 35	832 14 3	102 8 8	5,295 19 11	192 4 10	- -	170 16 9	337 7 10	6,096 9 1	2,236 14 2	
Agbrigg, Upper	- 48	364 2 0	224 6 2	9,624 7 2	230 19 2	73 13 7	166 11 1	120 17 9	10,216 8 9	5,369 7 2	
Ainsty, East	- 17	48 14 4	35 16 4	848 4 6	- -	- -	1 18 11	129 13 3	979 16 8	360 5 10	
Barkston Ash, Lower	- 24	293 1 0	112 14 0	2,726 6 7	- -	- -	1 4 0	11 8 5	2,809 19 0	1,016 11 5	
Barkston Ash, Upper	- 16	177 3 4	13 16 5	1,882 7 3	119 0 0	10 9 5	0 13 0	101 6 4	2,150 16 0	954 0 10	
Bolton-by-Bowland	- 18	111 6 5	7 19 11	162 15 9	101 16 1	120 17 10	- -	4 16 7	390 6 3	113 15 8	
Claro	- 68	343 9 6	109 17 4	3,334 7 9	154 11 11	121 6 2	103 8 9	307 18 8	4,021 10 3	2,011 3 1	
Dewsbury	- 10	381 4 8	2 18 0	3,733 1 8	- -	- -	387 2 8	55 12 3	4,175 16 7	1,601 10 8	
Ewcross	- 21	75 8 4	0 8 2	600 8 11	12 17 6	- -	- -	42 11 0	655 9 5	360 4 11	
Keighley	- 11	297 11 10	76 12 9	1,325 4 5	- -	- -	193 8 3	54 9 3	1,573 1 11	799 18 10	
Kirkby-Malzeard	- 12	53 7 11	5 1 8	263 13 9	1 10 0	2 0 0	- -	2 1 3	269 5 0	184 2 8	
Morley, East	- 21	728 17 5	118 19 6	5,212 16 9	210 1 10	6 10 7	364 4 3	68 9 9	5,862 3 2	1,619 19 10	
Morley, West	- 26	1,469 4 4	249 14 9	7,381 9 11	40 13 6	- -	548 10 4	88 0 4	8,058 13 10	3,593 3 2	
Osgoldcross, Lower	- 26	303 15 7	30 18 4	3,404 0 3	70 14 0	19 0 9	1 13 0	145 5 3	3,640 13 3	1,113 9 6	
Osgoldcross, Upper	- 35	302 1 0	103 5 11	3,085 11 6	- -	- -	- -	75 14 6	3,161 6 0	1,445 15 1	
Otley	- 27	411 4 5	53 9 6	1,867 13 6	572 6 11	10 4 6	535 7 0	109 8 11	3,095 0 10	1,442 3 4	
Ripon	- 26	139 16 10	41 10 1	1,033 2 0	5 13 0	1 7 0	- -	59 0 9	1,099 2 9	517 12 10	
Rotherham	- 40	514 1 1	106 3 4	4,015 7 3	- -	- -	192 5 0	33 3 0	4,240 15 3	1,509 18 0	

COUNTY OF YORK.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
485 14 1	1,436 6 9	342 6 4	42 10 0	7 10 0	5 0 0	87 16 7	43 14 10	3,599 6 4	708 7 1	2 10 3
564 6 1	714 16 9	85 6 10	10 13 0	410 13 9	31 0 4	282 18 6	47 12 1	3,352 18 1	249 5 2	39 16 6
2,063 8 11	1,518 9 11	342 12 1	40 10 0	-	-	-	398 14 10	6,720 7 2	582 11 10	86 6 9
281 11 5	870 9 3	71 10 11	1 0 0	563 0 6	-	40 8 1	59 18 1	2,433 19 5	285 13 11	42 2 4
743 16 5	955 16 4	142 15 8	18 0 0	24 11 11	7 16 11	45 0 0	52 16 6	2,643 11 2	270 10 6	2 18 6
137 12 9	555 12 11	122 1 10	-	630 15 10	-	-	89 0 10	1,939 11 1	276 19 6	10 11 8
443 18 0	1,144 11 0	125 14 8	23 0 0	131 8 5	16 9 9	262 10 11	23 14 8	2,929 1 3	145 17 9	57 6 7
439 5 8	1,578 13 3	157 15 8	-	-	-	12 11 0	128 15 11	3,075 11 11	297 12 1	55 11 11
300 5 11	680 8 4	47 5 4	2 0 0	-	-	140 8 4	40 19 10	1,588 1 0	247 3 4	23 1 10
315 13 3	1,305 14 2	153 2 6	15 10 0	353 15 6	7 11 0	54 12 6	242 8 3	3,355 3 1	320 11 9	48 0 3
568 15 9	1,333 13 6	125 2 4	27 6 0	1 0 0	1 4 0	120 16 5	292 1 3	3,422 9 9	228 3 1	28 8 7
486 12 10	1,006 12 10	89 18 9	30 7 6	99 13 2	51 4 0	-	41 17 9	2,535 3 10	266 2 0	2 14 4
203 18 3	372 12 4	59 14 10	50 0 0	-	-	-	20 6 1	1,384 1 10	182 5 5	1 18 11
332 11 7	435 9 10	240 10 4	28 0 0	-	-	38 4 0	37 3 7	2,076 17 5	248 11 5	70 15 7
301 11 10	1,010 7 10	176 19 7	79 17 10	251 9 5	53 2 4	102 16 9	84 17 10	2,776 9 10	253 9 4	25 17 6
232 1 0	473 3 0	80 15 1	22 18 0	227 3 9	-	69 18 7	72 9 8	1,984 17 11	219 14 11	51 2 0
186 8 10	64 5 10	35 14 5	13 10 0	-	-	-	19 8 4	690 0 1	91 19 2	5 1 0
100 3 6	36 3 11	32 16 1	7 0 0	-	-	-	32 1 7	721 19 11	173 5 9	19 17 8
63 4 6	37 12 5	9 15 2	10 0 0	7 3 6	8 6 9	5 0 0	9 10 5	396 3 1	129 6 10	3 6 2
49 9 8	116 16 8	46 8 10	-	3 4 6	5 19 6	25 0 0	11 15 1	901 9 6	118 15 1	58 9 0
139 13 4	133 8 0	78 4 2	58 6 0	-	-	-	25 19 3	1,264 11 8	179 9 0	19 3 0
174 7 0	43 16 6	2 1 3	6 0 0	-	35 13 3	-	146 13 7	1,392 1 11	256 8 8	33 12 2
510 10 4	360 17 8	77 7 6	60 13 0	306 1 3	110 5 9	-	71 6 7	2,227 1 6	580 9 10	28 17 11
193 1 11	321 2 6	4 11 7	-	-	-	-	12 4 4	724 15 2	95 5 10	-
306 12 0	468 15 8	101 10 0	32 0 0	-	-	-	20 14 10	1,481 18 8	189 12 4	6 1 1
230 10 9	301 8 2	23 10 9	9 10 0	74 11 10	6 10 9	-	17 2 3	1,179 15 7	175 13 10	67 11 3
628 17 11	268 6 6	51 17 5	-	-	-	7 10 8	152 16 10	2,198 3 6	240 18 7	6 0 7
73 2 5	641 8 3	74 15 10	48 19 0	638 15 3	124 10 0	-	39 15 8	2,631 10 8	211 2 9	1 4 8
612 9 5	466 4 10	77 13 9	12 6 0	128 7 9	70 12 11	27 3 5	49 12 1	2,533 1 2	213 16 0	0 3 8
795 0 9	289 19 0	107 11 6	109 10 0	-	-	-	22 5 0	2,149 13 8	161 13 8	14 12 9
136 8 1	304 10 2	32 15 10	9 3 0	25 1 6	0 17 6	-	16 0 0	732 6 11	65 10 9	5 19 9
728 16 2	2,122 12 3	314 17 7	251 19 6	292 4 10	-	37 4 5	195 16 8	6,180 5 7	720 3 6	73 14 5
1,456 7 0	1,296 19 7	733 12 5	542 7 5	230 19 2	73 13 7	53 5 0	378 15 1	10,135 6 3	319 10 8	98 12 4
198 18 6	302 16 0	70 5 6	4 10 0	-	-	-	20 3 4	937 2 2	59 13 2	24 0 8
487 2 7	1,055 8 2	73 14 5	112 12 0	-	-	146 4 8	21 7 9	2,913 1 1	316 3 5	238 18 6
451 16 7	251 15 7	84 2 4	9 17 0	119 0 0	10 9 5	162 2 8	146 1 7	2,189 6 0	167 12 10	42 15 11
11 6 10	12 18 7	5 7 4	14 5 6	101 16 1	120 17 10	-	20 7 8	400 15 0	65 2 8	0 4 11
456 8 1	545 2 9	365 19 3	32 1 0	154 8 11	121 6 2	210 8 2	205 13 6	4,102 10 11	303 13 1	151 1 7
872 8 8	1,188 17 9	264 16 4	161 10 0	-	-	-	138 11 6	4,227 15 0	404 19 9	78 11 6
91 16 7	31 10 1	13 4 5	48 10 0	12 17 6	-	-	25 12 8	583 16 2	146 13 5	-
265 15 5	158 1 5	90 0 1	53 10 6	-	-	-	62 16 5	1,432 2 8	416 8 6	54 10 2
26 0 6	16 18 10	16 14 8	1 0 0	1 10 0	2 0 0	-	11 7 1	259 13 1	58 17 2	0 19 0
839 18 9	1,933 1 0	345 14 9	172 19 9	210 1 10	6 10 7	-	373 6 5	5,500 11 11	979 2 7	7 13 5
1,634 13 0	1,616 4 5	315 11 1	475 18 11	40 13 6	-	-	154 4 2	7,830 8 4	1,550 19 10	103 4 9
487 12 6	1,247 12 5	88 10 2	182 12 0	70 14 0	19 0 9	20 11 0	210 6 10	3,440 17 2	489 5 3	16 11 11
767 1 11	432 5 5	140 7 11	63 10 0	-	-	215 8 6	30 0 9	3,114 9 7	337 6 7	91 15 1
182 17 5	599 11 4	108 11 2	91 10 0	572 6 11	10 4 6	-	56 5 0	3,063 9 8	413 13 1	24 7 0
96 9 7	73 9 3	163 4 6	75 2 0	5 13 0	1 7 0	-	50 16 1	983 14 3	242 6 0	30 10 9
1,163 8 3	781 3 0	308 14 6	155 16 10	-	-	-	42 6 0	3,963 6 11	813 17 0	128 10 11

COUNTY OF YORK—continued.

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
WEST RIDING—continued.										
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Saddleworth - - 7	123 3 4	16 5 6	1,092 4 11	- - -	- - -	- - -	5 19 0	1,098 3 11	467 15 0	
Skyrack - - 32	522 6 1	132 10 6	4,135 13 3	- - -	- - -	348 19 11	66 16 8	4,551 9 10	1,795 18 5	
Staincliffe, East - - 59	316 12 6	67 3 7	1,552 3 6	120 12 10	83 5 11	48 10 9	98 19 9	1,903 12 9	810 9 3	
Staincliffe, West - - 24	89 16 7	8 10 4	591 12 11	2 11 0	7 0 0	- - -	11 2 6	612 6 2	291 16 10	
Staincross - - 43	1,294 13 5	115 14 5	5,864 8 0	528 5 9	0 9 10	465 19 11	75 18 3	6,935 1 9	2,565 17 6	
Strafforth and Tickhill, Lower - - 52	1,061 15 1	250 12 5	4,990 8 8	- - -	- - -	174 8 6	99 0 10	5,263 18 0	2,467 10 1	
Strafforth and Tickhill, Upper - - 36	228 19 4	225 16 2	3,127 8 6	261 3 8	9 9 3	3 0 0	93 3 10	3,494 5 3	1,177 4 8	
Tadcaster - - 20	211 0 2	74 1 10	1,052 1 8	107 6 5	2 4 7	- - -	20 5 6	1,181 18 2	647 1 7	
Wetherby - - 22	103 19 2	28 7 11	934 12 8	- - -	- - -	- - -	33 0 9	967 18 5	471 14 7	
Boroughs, &c. - 62	2,868 10 9	4,255 9 4	81,144 14 0	272 15 1	387 18 0	1,853 12 9	5,751 18 4	89,410 18 2	32,418 3 3	
1,809	20,306 10 10	7,688 17 7	221,400 19 10	6,979 8 4	1,391 17 2	5,794 13 5	10,691 19 4	246,258 18 1	93,199 9 10	

NORTH WALES.

COUNTY OF ANGLESEY.

Anglesey, 1st Division - 36	117 16 10	45 2 9	922 19 0	145 19 10	36 7 1	- - -	19 5 0	1,124 10 11	302 13 1
Anglesey, 2d Division - 35	140 8 0	24 3 7	687 19 11	370 7 3	11 15 11	- - -	- - -	1,070 3 1	249 17 3
Boroughs, &c. - 4	35 12 9	48 15 10	415 1 7	- - -	- - -	- - -	- - -	415 1 7	187 6 5
75	293 17 7	118 2 2	2,026 0 6	516 7 1	48 3 0	- - -	19 5 0	2,609 15 7	739 18 9

COUNTY OF CARNARVON.

Bangor - - 6	56 3 5	3 16 0	404 10 9	22 16 9	- - -	- - -	- - -	427 7 6	269 19 7
Carnarvon* - - 11	35 1 7	- - -	968 12 9	- - -	- - -	- - -	19 7 11	968 0 8	549 8 1
Conway - - 13	6 5 4	4 14 3	303 8 8	74 4 9	21 6 7	- - -	- - -	399 0 0	218 14 2
Elfionydd - - 8	27 8 1	9 7 10	128 3 8	4 4 6	- - -	- - -	- - -	132 8 2	50 16 2
Nant Conway - - 7	27 18 10	5 14 6	82 2 8	1 14 0	9 8 11	- - -	- - -	93 5 7	65 0 10
Pwllheli - - 31	27 8 7	43 4 10	290 1 9	461 1 6	161 0 5	- - -	- - -	912 3 8	159 17 5
Town of Bangor* - 1	- - -	- - -	297 7 8	- - -	- - -	- - -	- - -	297 7 8	130 1 6
77	180 5 10	66 17 5	2,474 7 11	564 1 6	191 15 11	- - -	19 7 11	3,249 13 3	1,443 17 9

* For the year ending March 1859.

COUNTY OF DENBIGH.

Bromfield - - 34	141 9 9	104 4 9	1,627 13 9	11 18 0	- - -	- - -	4 1 11	1,643 13 8	928 16 1
Chirk, Upper - - 30	44 2 4	5 3 0	470 1 10	9 9 0	- - -	- - -	0 4 0	479 14 10	254 4 7
Isaled - - 52	86 6 4	39 7 7	620 2 4	80 6 0	9 9 11	- - -	8 18 5	718 16 8	391 14 5
Isdulas - - 25	67 15 11	13 7 6	618 5 11	- - -	- - -	- - -	- - -	618 5 11	261 10 6
Llangollen - - 33	47 10 4	19 17 4	460 1 1	35 18 6	0 13 0	- - -	0 11 0	496 14 7	283 2 5
Ruabon - - 11	11 9 4	- - -	367 6 5	- - -	- - -	- - -	- - -	367 6 5	195 18 8
Ruthin - - 59	39 14 8	50 3 5	479 8 5	77 14 11	12 18 2	- - -	7 12 9	577 14 8	268 7 6
Uwchaled - - 23	10 12 3	7 5 11	80 7 2	12 10 8	16 2 0	- - -	4 0 0	112 19 10	48 1 3
Uwchddulas - - 17	39 7 10	21 17 8	368 6 0	7 17 0	2 5 2	- - -	0 14 10	379 3 0	269 8 2
Boroughs, &c. - 4	56 12 8	- - -	1,082 5 7	- - -	- - -	- - -	12 7 10	1,094 13 5	855 9 10
288	545 1 5	261 7 2	6,173 18 6	235 14 1	41 8 3	- - -	38 1 9	6,489 2 7	3,755 13 5

COUNTY OF YORK—continued.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Tram Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
112 17 1	125 8 6	43 13 2	65 0 0	- - -	- - -	- - -	76 12 7	891 6 4	313 15 5	—
1,109 4 3	1,133 8 5	248 5 3	143 13 0	- - -	- - -	94 5 0	110 8 8	4,634 18 1	549 19 11	243 12 7
255 4 0	322 16 1	57 1 7	72 17 0	120 12 10	83 5 11	4 0 0	110 1 5	1,836 8 5	375 0 10	58 7 7
124 13 5	118 18 0	16 9 6	52 1 0	2 11 0	7 0 0	- - -	17 6 5	630 18 2	91 10 3	28 16 0
1,023 1 7	1,890 1 5	483 1 8	324 19 1	528 5 9	0 9 10	7 7 9	229 16 3	7,063 0 10	1,102 7 1	51 7 2
1,050 3 3	1,203 14 6	393 3 8	116 5 0	- - -	- - -	274 1 11	60 7 1	5,570 5 6	745 12 0	240 16 10
262 5 6	804 0 7	235 18 11	61 0 0	261 3 8	9 9 3	71 9 11	172 3 4	3,054 15 10	475 2 9	32 10 2
139 7 8	199 13 0	64 1 9	- - -	107 6 5	2 4 7	84 2 7	66 8 1	1,310 5 8	124 2 3	115 11 5
121 10 9	283 8 10	85 13 11	10 6 0	- - -	- - -	- - -	38 0 2	1,010 14 10	130 15 11	98 6 1
7,206 7 10	30,153 13 8	5,592 13 5	4,088 5 4	272 15 1	387 13 0	636 8 2	4,085 5 4	84,841 6 11	5,648 14 10	2,466 7 2
33,716 19 11	69,056 8 9	13,844 7 1	8,156 8 2	6,979 8 4	1,391 17 2	3,359 15 6	9,464 1 8	239,168 16 5	25,028 16 11	5,321 2 0

NORTH WALES.

COUNTY OF ANGLESEY.

96 2 7	262 18 6	20 6 10	130 2 5	145 19 10	36 7 1	- - -	125 2 8	1,119 13 0	132 7 3	54 15 3
45 12 5	277 10 9	21 16 8	59 7 8	370 7 3	11 15 11	- - -	16 5 5	1,052 13 4	167 15 2	34 1 0
43 1 8	11 4 0	8 13 1	35 1 0	- - -	- - -	- - -	1 16 7	289 2 9	115 14 2	2 18 5
186 16 8	551 13 3	50 16 7	224 11 1	516 7 1	48 3 0	- - -	143 4 8	2,461 9 1	415 16 7	91 14 8

COUNTY OF CARNARVON.

30 3 3	0 9 0	11 6 2	74 0 0	22 16 9	- - -	1 6 0	3 16 6	413 17 3	65 17 8	—
104 14 10	49 4 2	99 6 3	19 10 0	- - -	- - -	- - -	115 2 2	937 5 6	88 12 3	2 15 6
61 7 7	32 9 0	3 1 6	44 18 9	74 4 9	21 6 7	- - -	1 6 4	457 8 8	2 0 0	58 17 7
42 10 2	13 18 5	0 5 0	10 3 0	4 4 6	- - -	- - -	7 7 7	129 4 10	21 3 7	—
8 4 0	0 19 1	0 15 0	4 15 0	1 14 0	9 8 11	10 10 0	7 13 2	109 0 0	8 16 3	2 6 4
44 1 6	10 3 3	7 1 3	74 11 11	461 1 6	161 0 5	- - -	24 12 3	942 9 6	22 19 10	69 1 11
70 2 8	72 3 6	- - -	25 0 0	- - -	- - -	- - -	- - -	297 7 8	—	—
361 4 0	179 6 5	121 15 2	252 18 8	564 1 6	191 15 11	11 16 0	159 18 0	3,286 13 5	209 9 7	133 1 4

COUNTY OF DENBIGH.

387 5 8	182 17 7	83 17 3	36 0 0	11 18 0	- - -	- - -	44 0 6	1,674 14 8	108 2 5	101 18 5
110 15 10	58 3 10	6 3 4	- - -	9 9 0	- - -	- - -	21 14 3	460 10 10	82 4 0	24 0 8
96 10 8	103 17 3	6 11 7	2 9 11	80 6 0	9 9 11	- - -	20 1 10	711 1 7	95 19 7	41 5 9
199 4 8	94 8 8	15 2 11	38 10 0	- - -	- - -	- - -	18 19 8	627 16 5	58 8 3	13 10 4
66 16 0	63 5 10	13 4 11	- - -	35 18 6	0 13 0	- - -	20 12 9	482 13 5	56 15 5	15 1 3
96 6 2	5 1 9	22 3 5	5 0 0	- - -	- - -	- - -	21 9 9	345 19 9	34 12 11	1 16 11
39 19 9	62 12 10	7 17 10	8 7 0	77 14 11	12 18 2	- - -	58 13 0	536 11 0	61 16 6	31 2 0
13 1 0	2 9 2	4 3 3	3 0 0	12 10 8	16 2 0	3 0 0	5 9 7	107 16 11	12 3 5	3 14 2
46 16 3	6 11 5	0 14 7	50 6 3	7 17 0	2 5 2	- - -	13 18 10	397 17 8	33 9 0	34 13 6
71 16 7	165 0 1	32 13 8	17 10 0	- - -	- - -	- - -	0 11 6	1,143 1 8	9 8 8	1 4 3
1,128 12 2	744 8 5	192 12 9	161 3 2	235 14 1	41 8 3	3 0 0	225 11 8	6,488 3 11	553 0 2	268 7 3

COUNTY OF FLINT.

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.						
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.
	Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Caerwys	- 16	10 11 6	9 3 7	66 6 11	1 8 0	0 17 7	- - -	- - -	68 12 6	28 12 11
Hawarden	- 14	23 19 1	150 12 6	315 1 0	53 16 6	0 19 0	- - -	- - -	369 16 6	135 11 6
Holywell	- 13	127 18 10	2 13 0	322 13 9	18 4 5	0 6 0	1 10 3	- - -	342 14 0	164 10 0
Hope	- - 9	15 9 4	5 6 10	150 13 4	27 7 10	- - -	- - -	1 0 4	179 1 6	79 7 4
Maylor	- 13	86 4 3	1 15 0	544 10 5	71 7 0	- - -	- - -	7 15 0	623 12 9	250 18 2
Mold	- - 13	70 7 6	- - -	347 18 1	84 6 1	1 17 8	0 12 0	- - -	434 13 10	171 16 9
Northop	- 17	26 7 8	6 11 10	171 1 9	38 6 6	4 12 2	- - -	0 15 0	214 15 5	107 5 11
Prestatyn	- 10	147 3 10	0 17 6	358 17 11	- - -	- - -	- - -	- - -	358 17 11	194 10 11
Rhuddlan	- 18	42 6 4	4 2 11	326 6 9	- - -	- - -	- - -	- - -	326 6 9	161 9 5
Borough of Flint	- 2	19 10 9	- - -	108 14 0	- - -	- - -	- - -	- - -	108 14 0	50 4 4
	125	569 19 1	181 3 2	2,712 4 3	294 15 11	8 12 5	2 2 3	9 10 4	3,027 5 2	1,344 7 3

COUNTY OF MERIONETH.

Ardudwy-is-Artro* - 6	- - -	0 5 11	7 6 4	- - -	- - -	- - -	1 2 4	8 8 8	5 0 4
Ardudwy-uweh-Artro - 12	98 8 5	1 7 9	198 0 2	14 11 9	3 16 6	- - -	36 11 3	252 19 8	256 2 7
Ederion† - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Estimaner - - - 6	5 12 11	1 7 8	18 14 8	0 19 10	7 1 1	- - -	- - -	26 15 7	13 8 0
Penllyn† - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Talybont and Mowddy - 7	27 12 0	6 14 2	56 16 8	- - -	- - -	- - -	0 10 3	57 6 11	69 18 5
Towns - - - 2	- - -	- - -	61 9 10	- - -	- - -	- - -	2 17 2	64 7 0	31 18 10
33	131 13 4	9 15 6	342 7 8	15 11 7	10 17 7	- - -	41 1 0	409 17 10	376 3 2

* For the year ending March 1857.

† No Returns can be obtained.

COUNTY OF MONTGOMERY.

Cawrc - - - 11	24 4 10	12 6 8	111 10 1	- - -	- - -	- - -	1 0 0	112 10 1	62 19 4
Deythur - - - 17	50 14 6	1 14 0	260 16 6	- - -	- - -	- - -	- - -	260 16 6	117 5 1
Llanfyllin and Pool, Lower 52	112 3 0	22 11 3	418 16 11	5 0 3	7 3 10	5 12 0	7 18 5	444 11 5	239 7 8
Llanidloes, Lower - 8	1 4 8	- - -	17 12 10	33 15 0	35 3 8	- - -	- - -	86 11 6	- - -
Llanidloes, Upper - 24	50 5 3	3 6 8	333 17 5	90 10 4	19 4 0	- - -	0 2 0	443 13 9	197 13 0
Machynlleth - - - 19	23 4 5	17 16 6	346 8 9	5 6 6	13 17 9	- - -	- - -	365 13 0	231 12 0
Mathrafel - - - 37	39 4 6	41 18 4	216 10 6	- - -	- - -	- - -	9 1 0	225 11 6	126 11 1
Montgomery, Lower - 11	17 17 11	7 15 5	165 17 0	- - -	- - -	- - -	- - -	165 17 0	72 16 10
Montgomery, Upper - 21	42 11 7	5 1 0	196 4 0	21 6 0	19 2 7	- - -	0 2 6	236 15 1	82 0 3
Newtown, Lower - 25	33 6 7	5 14 7	283 7 0	- - -	- - -	- - -	- - -	283 7 0	162 17 2
Newtown, Upper - 18	69 10 0	3 0 4	321 1 8	- - -	- - -	- - -	- - -	321 1 8	114 19 3
Pool, Upper - - - 10	38 14 2	- - -	184 15 0	- - -	- - -	- - -	1 16 5	186 11 5	122 16 1
Boroughs, &c. - - - 4	10 18 0	52 1 1	501 3 1	7 15 0	6 15 6	- - -	32 17 5	548 11 1	210 2 7
257	513 19 5	173 5 10	3,358 0 9	163 13 1	101 7 4	5 12 0	52 17 10	3,681 11 0	1,741 0 4

COUNTY OF FLINT.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
14 19 6	7 6 1	0 12 3	0 11 0	1 8 0	0 17 7	- -	9 1 6	63 8 10	15 6 11	8 13 4
70 3 2	74 12 9	4 1 5	7 0 0	53 16 6	0 19 0	- -	9 17 9	356 2 1	36 3 5	149 2 5
69 16 6	23 3 10	0 5 2	16 5 2	18 4 0	0 6 0	- -	46 18 1	339 8 9	133 7 11	4 16 10
13 11 6	15 8 11	8 13 10	12 0 0	27 7 10	- -	- -	6 18 2	163 9 7	27 13 9	1 19 4
110 13 9	50 9 9	49 1 9	31 0 0	71 7 0	- -	- -	34 0 4	597 12 9	112 6 0	1 16 9
37 12 10	46 16 3	16 18 5	22 5 0	84 6 1	1 17 8	31 10 0	32 5 1	445 8 1	75 2 3	15 9 0
15 10 10	36 16 1	5 9 7	- -	38 6 6	4 12 2	0 1 0	5 10 8	213 12 9	27 8 11	6 10 5
153 14 3	76 17 7	7 11 8	16 0 0	- -	- -	- -	0 5 0	448 19 5	22 8 9	6 3 11
103 10 7	29 13 4	2 15 8	- -	- -	- -	- -	19 11 9	319 0 9	52 3 6	6 14 1
50 2 11	11 0 8	0 6 3	1 10 0	- -	- -	- -	2 19 5	116 3 7	12 1 2	-
641 17 10	372 5 3	95 18 0	106 11 2	294 15 11	8 12 5	31 11 0	167 7 9	3,063 6 7	554 2 7	201 8 1

COUNTY OF MERIONETH.

0 13 10	0 1 11	- -	- -	- -	- -	- -	0 17 6	6 13 7	1 9 2	-
9 7 0	0 17 2	0 14 9	19 17 9	14 11 9	3 16 6	- -	29 12 5	334 19 11	18 18 1	3 17 8
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
1 19 10	0 15 0	0 3 5	5 10 0	0 19 10	7 1 1	- -	0 16 0	30 13 2	0 17 10	0 10 2
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
2 18 4	- -	0 12 0	8 0 0	- -	- -	- -	5 11 4	87 0 1	9 17 2	18 12 6
3 18 6	- -	11 9 3	4 8 0	- -	- -	- -	0 11 8	52 1 3	12 5 9	-
18 17 6	1 14 1	12 19 5	37 15 9	15 11 7	10 17 7	- -	37 8 11	511 8 0	43 8 0	23 0 4

COUNTY OF MONTGOMERY.

19 1 2	3 13 0	0 17 3	- -	- -	- -	- -	17 11 0	104 1 9	21 3 5	0 16 11
49 14 10	52 15 2	1 8 3	- -	- -	- -	- -	24 14 2	245 17 6	70 13 7	6 14 1
138 10 1	39 15 5	17 5 6	1 16 9	5 0 8	7 3 10	- -	18 7 10	467 7 4	101 9 11	34 14 1
- -	- -	- -	- -	33 15 0	35 3 8	- -	14 12 2	83 10 10	4 5 4	-
91 1 10	3 19 10	22 8 0	- -	90 10 4	19 4 0	31 8 0	4 14 1	460 19 1	32 18 9	3 5 6
77 5 1	7 12 6	26 15 9	24 1 8	5 6 6	13 17 9	- -	3 9 1	390 0 4	15 1 1	34 0 6
54 11 8	27 16 4	- -	- -	- -	- -	20 0 0	13 3 11	242 3 0	31 10 1	50 15 5
43 4 7	14 6 8	6 7 7	- -	- -	- -	20 17 0	4 3 6	161 16 2	22 12 8	8 9 4
28 4 2	35 12 10	2 3 0	- -	21 6 0	19 2 7	0 3 9	4 9 4	193 1 11	84 3 0	2 19 3
40 14 7	15 18 9	4 5 6	- -	- -	- -	53 0 0	29 14 8	306 10 8	39 19 11	35 11 7
56 3 9	7 8 4	15 12 3	3 10 0	- -	- -	- -	44 18 1	242 11 8	145 17 4	0 17 8
18 10 6	37 4 5	6 2 2	- -	- -	- -	- -	13 3 5	197 16 7	32 10 0	5 1 0
190 13 5	14 19 0	41 19 4	55 15 6	7 15 0	6 15 6	- -	23 0 11	551 1 3	2 17 10	46 11 1
807 13 8	261 2 3	145 4 7	85 3 11	163 13 1	101 7 4	125 8 9	216 2 2	3,646 18 1	605 2 11	229 16 5

SOUTH WALES.

COUNTY OF BRECON. - - - - -

NAMES OF DIVISIONS, &c.		BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brecon	- 32	108 10 9	102 13 6	1,713 4 4	- - -	- - -	- - -	- - -	1,713 4 4	1,095 15 1	
Builth	- 24	89 19 4	38 10 4	1,049 17 0	- - -	- - -	- - -	0 13 0	1,050 10 0	345 11 3	
Crickhowell	- 13	83 18 9	329 11 8	1,392 19 7	- - -	- - -	- - -	16 12 9	1,409 12 4	610 0 6	
Devynnock	- 19	110 14 1	13 1 10	1,140 10 5	- - -	- - -	- - -	- - -	1,140 10 5	728 15 10	
Talgarth	- 29	230 4 0	121 4 9	1,250 13 5	- - -	- - -	- - -	- - -	1,250 13 5	354 13 6	
Vaynor	- 5	25 19 6	23 16 10	441 0 0	- - -	- - -	- - -	0 9 0	441 9 0	301 8 4	
Boroughs, &c.	- 2	- - -	- - -	374 10 11	- - -	- - -	- - -	- - -	374 10 11	187 6 5	
124		649 6 5	628 18 11	7,362 15 8	- - -	- - -	- - -	17 14 9	7,380 10 5	3,573 8 11	

COUNTY OF CARDIGAN. - - - - -

Aberayron	- 14	148 0 9	26 11 0	622 16 8	- - -	- - -	- - -	- - -	622 16 8	455 18 1
Aberystwith	- 18	29 18 6	30 3 11	385 10 0	- - -	- - -	- - -	- - -	385 10 0	186 5 4
Lampeter	- 10	72 6 10	0 2 6	215 14 2	- - -	- - -	- - -	- - -	215 14 2	180 13 8
Llanilar	- 13	37 9 1	16 15 11	520 10 0	- - -	- - -	- - -	0 9 6	520 19 6	287 19 6
Newcastle Emlyn and Cardigan	- 19	20 12 1	50 2 0	388 1 4	- - -	- - -	- - -	- - -	388 1 4	150 7 7
Tregaron	- 27	35 12 8	40 8 11	763 19 7	- - -	- - -	- - -	- - -	763 19 7	434 1 4
Boroughs, &c.	- 2	3 13 0	- - -	357 1 8	- - -	- - -	- - -	- - -	357 1 3	230 16 2
	103	347 12 11	164 4 3	3,253 13 0	- - -	- - -	- - -	0 9 6	3,254 2 6	1,936 1 9

COUNTY OF CARMARTHEN. - - - - -

Carmarthen	- 13	48 14 1	78 1 4	452 8 4	- - -	- - -	- - -	0 2 6	452 10 10	237 12 2
Clears, St.	- 13	119 17 4	39 0 8	785 9 3	- - -	- - -	- - -	4 8 0	789 17 3	241 0 6
Cross Inn	- 30	79 16 10	63 13 5	448 13 9	- - -	- - -	- - -	3 0 0	451 13 9	127 0 6
Llanboidy	- 11	62 6 5	116 9 4	1,084 10 3	- - -	- - -	- - -	- - -	1,084 10 3	286 16 5
Llandilofawr	- 18	97 12 7	75 4 6	620 18 9	- - -	- - -	- - -	19 12 7	640 11 4	253 11 3
Llandovery	- 14	47 18 1	44 15 1	769 14 1	- - -	- - -	- - -	3 0 0	772 14 1	311 10 7
Llanelly	- 13	285 5 8	300 11 6	944 11 6	- - -	- - -	- - -	- - -	944 11 6	435 0 8
Llangadock	- 12	85 0 1	44 6 10	358 9 9	- - -	- - -	7 19 0	0 2 0	366 10 9	140 0 1
Llangendeirne	- 7	38 4 1	21 12 7	540 19 7	- - -	- - -	- - -	- - -	540 19 7	186 12 8
Llanllawddog	- 6	0 10 3	21 10 9	203 15 8	- - -	- - -	- - -	- - -	203 15 8	103 19 10
Llansawel	- 16	98 15 10	32 14 2	572 10 5	- - -	- - -	- - -	- - -	572 10 5	236 13 11
Newcastle Emlyn	- 6	15 10 0	3 4 8	245 10 3	- - -	- - -	- - -	- - -	245 10 3	77 15 0
Boroughs, &c.	- 3	- - -	432 3 9	1,822 19 7	- - -	- - -	10 0 0	240 3 0	2,073 2 7	1,140 16 0
	162	979 11 3	1,273 8 7	8,850 11 2	- - -	- - -	17 19 0	270 8 1	9,138 18 3	3,770 13 0

SOUTH WALES.

COUNTY OF BRECON.

EXPENDITURE

BALANCES,
25th March 1860.

Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	469 19 9	13 4 8	150 0 0	- - -	- - -	- - -	- - -	1,728 19 6	64 19 2	74 17 1
- - -	584 12 8	3 7 4	120 0 0	- - -	- - -	- - -	18 18 8	1,072 9 6	52 3 11	22 14 5
79 11 0	129 12 5	63 14 9	123 19 0	- - -	- - -	- - -	44 6 7	1,051 4 3	229 7 10	116 12 8
- - -	269 15 0	- - -	133 0 0	- - -	- - -	- - -	13 9 0	1,164 17 10	119 2 1	45 17 3
5 16 6	627 9 0	82 19 1	125 0 0	- - -	- - -	- - -	39 0 1	1,234 18 2	149 3 1	24 8 7
31 15 6	5 12 6	2 3 3	70 0 3	- - -	- - -	- - -	12 16 9	423 16 7	30 13 10	10 18 9
123 16 8	103 7 10	- - -	10 0 0	- - -	- - -	- - -	- - -	374 10 11	-	-
340 19 8	2,210 8 9	165 9 1	731 19 3	- - -	- - -	- - -	128 11 1	7,050 16 9	645 9 11	295 8 9

COUNTY OF CARDIGAN.

106 13 2	- - -	- - -	87 11 2	- - -	- - -	- - -	12 3 11	664 6 4	142 5 3	62 5 2
30 10 0	52 12 10	7 15 7	80 1 0	- - -	- - -	- - -	7 14 1	394 18 10	15 14 1	25 8 4
46 4 8	- - -	- - -	36 1 1	- - -	- - -	- - -	1 10 8	264 10 1	37 9 9	14 1 4
21 17 11	100 18 11	7 5 7	80 0 4	- - -	- - -	- - -	59 3 10	557 6 1	21 7 9	37 1 2
33 16 9	121 10 6	5 6 9	75 9 6	- - -	- - -	- - -	17 2 5	403 13 6	21 17 7	66 19 8
143 17 9	57 17 7	4 14 4	115 0 0	- - -	- - -	- - -	10 6 6	765 17 6	51 18 0	58 12 2
21 8 9	75 10 5	6 3 4	20 1 5	- - -	- - -	- - -	4 12 0	358 11 11	2 2 4	-
426 9 0	408 10 3	31 5 7	494 4 4	- - -	- - -	- - -	112 13 5	3,409 4 3	292 14 9	264 7 10

COUNTY OF CARMARTHEN.

15 14 11	68 10 7	8 5 11	100 0 0	- - -	- - -	- - -	23 17 2	444 0 9	55 13 5	76 10 7
27 19 3	331 18 8	39 5 3	100 0 0	- - -	- - -	- - -	26 18 10	767 2 8	132 12 5	29 1 2
38 18 5	90 14 7	11 1 10	59 5 10	- - -	- - -	- - -	100 9 4	427 10 6	107 8 9	67 2 1
51 17 9	613 5 10	6 6 0	96 0 0	- - -	- - -	- - -	109 16 1	1,164 2 4	70 7 3	204 2 3
144 6 3	8 12 8	19 4 1	89 0 0	- - -	- - -	- - -	48 7 10	563 2 1	134 13 9	34 16 5
65 12 10	239 17 3	16 10 2	94 13 11	- - -	- - -	- - -	32 16 1	761 0 10	73 5 11	58 9 8
87 6 3	12 2 10	24 7 1	91 0 0	- - -	- - -	- - -	16 15 10	666 12 8	349 13 11	87 0 11
- - -	140 7 8	6 7 10	52 0 0	- - -	- - -	- - -	14 4 6	353 0 1	73 5 4	19 1 5
25 1 6	211 3 10	21 18 0	102 0 1	- - -	- - -	- - -	21 16 7	568 12 8	35 12 3	46 13 10
10 10 6	19 12 10	2 18 3	56 5 0	- - -	- - -	- - -	6 19 10	202 6 3	0 18 2	20 9 3
21 3 11	148 8 10	6 15 10	55 15 0	- - -	- - -	- - -	12 17 6	514 15 0	158 8 8	34 11 7
26 4 11	54 17 0	13 1 2	58 0 4	- - -	- - -	- - -	1 1 2	231 2 7	28 7 6	1 14 6
13 6 0	638 11 0	111 1 8	196 6 4	- - -	- - -	- - -	488 18 1	2,588 19 1	- - -	948 0 3
528 2 6	2,578 3 7	287 3 1	1,183 6 6	- - -	- - -	- - -	904 18 10	9,252 7 6	1,220 7 4	1,627 13 11

COUNTY OF GLAMORGAN. - - - - -

NAMES OF DIVISIONS, &c.	BALANCES, 25th March 1859.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bridgend and Cowbridge 57	139 18 1	40 18 0	990 6 4	- - -	- - -	- - -	12 11 0	1,002 17 4	701 12 7	
Cardiff - - 27	280 9 7	180 19 5	978 19 3	- - -	- - -	- - -	- - -	978 19 3	713 12 0	
Llandaff - - 22	213 2 4	220 16 8	3,258 4 8	- - -	- - -	- - -	0 4 0	3,258 8 8	2,213 19 3	
Neath - - - 35	252 4 1	131 4 0	1,375 0 4	- - -	- - -	- - -	0 9 6	1,375 9 10	675 9 6	
Pontypridd - - 10	720 7 1	89 18 4	2,229 7 0	- - -	- - -	- - -	204 9 3	2,433 16 3	664 15 11	
Swansea - - - 36	333 8 1	111 3 8	1,206 9 2	- - -	- - -	- - -	- - -	1,206 9 2	517 7 9	
Boroughs, &c. - - 7	1,148 0 5	- - -	6,079 6 1	- - -	- - -	- - -	- - -	6,079 6 1	3,037 14 8	
194	3,087 9 8	775 0 1	16,117 12 10	- - -	- - -	- - -	217 13 9	16,335 6 7	8,524 12 2	

COUNTY OF PEMBROKE. - - - - -

Boncath - - - 15	40 10 3	276 13 1	1,075 13 5	- - -	- - -	- - -	1 10 0	1,077 3 5	127 1 7
Haverfordwest, North - 17	98 18 7	44 17 3	1,260 9 8	- - -	- - -	- - -	- - -	1,260 9 8	320 6 6
Haverfordwest, South - 19	213 1 6	12 3 4	911 1 4	- - -	- - -	- - -	1 12 2	912 13 6	276 0 7
Llawhaden - - - 11	73 4 1	15 13 11	426 17 10	- - -	- - -	- - -	- - -	426 17 10	77 3 7
Mathry - - - - 19	132 0 6	175 15 9	1,130 18 1	- - -	- - -	- - -	- - -	1,130 18 1	335 18 4
Midland - - - - 13	51 18 3	17 12 0	291 8 3	- - -	- - -	- - -	- - -	291 8 3	43 9 7
Narberth - - - - 12	69 5 4	0 16 3	619 5 6	- - -	- - -	- - -	5 13 1	624 18 7	177 9 4
Newport - - - - 19	76 19 3	32 4 8	575 13 9	- - -	- - -	- - -	- - -	575 13 9	150 12 4
Pembroke - - - - 18	62 6 1	19 1 1	897 7 3	- - -	- - -	- - -	0 11 9	897 19 0	273 15 8
Tenby - - - - - 11	124 16 5	16 13 10	861 4 11	- - -	- - -	- - -	8 7 10	869 12 9	232 19 5
Boroughs, &c. - - - 2	107 9 9	8 4 1	945 8 3	- - -	- - -	- - -	639 1 5	1,584 9 8	151 12 2
156	1,050 10 0	619 15 3	8,995 8 3	- - -	- - -	- - -	656 16 3	9,652 4 6	2,166 9 1

COUNTY OF RADNOR. - - - - -

Colwyn - - - - 12	43 9 3	37 7 11	467 1 4	- - -	- - -	- - -	0 10 0	467 11 4	267 11 8
Knighton - - - - 22	22 14 5	41 4 1	508 12 0	- - -	- - -	- - -	0 5 0	508 17 0	247 17 8
Paincastle - - - - 12	61 13 6	26 7 5	436 0 0	- - -	- - -	- - -	- - -	436 0 0	241 13 11
Radnor - - - - - 24	13 10 11	7 13 6	401 0 0	- - -	- - -	- - -	- - -	401 0 0	166 4 4
Rhayader * - - - - 24	60 13 11	38 10 7	441 19 10	- - -	- - -	- - -	10 0 0	451 19 10	244 18 2
Borough of Knighton - 1	3 2 7	- - -	64 6 3	- - -	- - -	- - -	0 7 0	64 13 3	45 18 0
95	206 4 7	151 3 6	2,318 19 5	- - -	- - -	- - -	11 2 0	2,330 1 5	1,194 3 9

* For the year ending March 1854.

- COUNTY OF GLAMORGAN.

EXPENDITURE.									BALANCES, 25th March 1860.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
102 17 2	8 13 2	14 3 1	145 0 0	-	-	-	57 10 1	1,029 16 1	107 12 3	35 10 11
155 4 7	4 8 3	16 2 3	209 6 7	-	-	-	39 17 3	1,138 10 11	129 8 7	189 10 1
341 8 2	121 15 10	98 11 3	214 2 9	-	-	-	65 7 11	3,055 5 8	454 6 7	258 17 11
95 3 9	141 8 3	34 15 4	213 0 0	-	-	-	137 13 0	1,297 9 10	296 10 11	97 10 10
380 3 1	45 12 11	1,257 8 2	213 0 0	-	-	-	32 18 10	2,593 18 11	525 4 4	54 18 3
67 3 8	128 10 0	8 7 7	197 15 8	-	-	-	244 10 8	1,163 15 4	320 19 8	56 1 5
1,379 5 5	1,551 18 0	547 14 6	520 0 0	-	-	-	190 13 11	7,227 6 6	—	—
2,521 5 10	2,002 6 5	1,977 2 2	1,712 5 0	-	-	-	768 11 8	17,506 3 3	1,834 2 4	692 9 5

- COUNTY OF PEMBROKE.

66 3 8	359 11 8	11 7 8	100 0 10	-	-	-	246 13 8	910 19 1	56 6 5	126 4 11
58 2 3	555 0 6	12 1 11	177 19 9	-	-	-	84 4 4	1,207 15 3	160 9 10	53 14 1
6 9 0	500 15 10	17 12 9	147 3 2	-	-	-	42 13 0	990 14 4	180 5 6	57 8 2
5 5 6	172 15 3	0 14 6	101 14 6	-	-	-	115 6 8	473 0 0	43 14 9	32 6 9
25 9 0	507 5 10	31 14 10	165 8 8	-	-	-	20 11 10	1,086 8 4	106 16 3	106 1 9
15 16 2	90 8 10	6 2 11	91 13 1	-	-	-	53 6 11	300 17 8	49 15 5	24 18 5
4 0 1	281 17 9	10 12 2	124 0 0	-	-	-	14 6 2	612 5 6	84 7 10	3 5 8
38 4 3	168 7 9	9 12 4	163 1 5	-	-	-	13 19 4	543 17 5	95 18 1	19 7 2
209 14 5	220 13 8	11 18 9	126 0 0	-	-	-	9 8 3	851 10 9	115 2 0	25 8 9
23 14 6	408 15 8	11 3 11	156 11 2	-	-	-	15 15 9	849 0 5	128 15 4	0 0 5
39 3 1	100 4 7	578 0 4	160 13 6	-	-	-	488 10 7	1,518 4 3	165 11 1	—
492 1 11	3,365 17 4	701 2 1	1,514 5 11	-	-	-	1,104 16 6	9,344 12 10	1,187 2 6	448 16 1

- COUNTY OF RADNOR.

105 5 10	8 4 2	0 3 0	32 4 0	-	-	-	49 5 10	26 4 3	488 18 9	35 0 0	50 6 1
121 16 3	10 12 11	2 13 1	57 0 0	-	-	-	-	5 19 2	445 19 1	54 11 6	10 3 3
36 10 2	35 13 0	11 9 11	50 0 0	-	-	-	-	5 2 6	380 9 5	98 17 2	8 0 7
102 4 11	78 9 7	-	50 0 0	-	-	-	-	4 2 10	401 1 8	13 2 3	7 6 6
111 6 10	4 7 10	7 12 0	58 4 10	-	-	-	-	16 6 8	422 16 4	117 6 6	65 19 8
15 2 0	2 10 0	2 18 0	3 5 4	-	-	-	-	-	69 13 4	-	1 17 6
492 6 0	139 17 6	24 16 0	250 14 2	-	-	-	49 5 10	57 15 5	2,208 18 8	318 17 5	143 13 7

LONDON :

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Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

BURIAL ACT.

RETURN to an Address of the Honourable The House of Commons,
dated 4 April 1862 ;—for,

RETURNS “ of all MONIES Borrowed and Rates Levied under the PUBLIC BURIAL ACT in every PARISH in *England* and *Wales* where the Act has been applied :”

“ Of the Number of CHAPELS Erected and the Quantity of Land Assigned to the Use of the Church of England and to Non-Conformist Communities respectively, and the Proportionate Cost to the Rates of Providing the said Chapels and Land in each Parish :”

“ And of the Number of INTERMENTS Annually in the Ground Assigned to the Church of England and the Non-Conformist Communities respectively.”

(*Mr. Bramley-Moore.*)

Ordered, by The House of Commons, to be Printed,
4 August 1862.

RETURN of all MONIES Rised*:—Of the Number of CHAPELS erected and the Quantity of LAND assigned to the Use of the said Chapels and Land in each Parish:—And, of the Number of INTERMENTS Annually in

P A R I S H or P L A C E.	Tot Average Number Interments Annually.		Observations by Burial Board Clerks.
	In Eccrated bund.	In Ground not Consecrated.	
Aberdare - - - -	4 5,7 29th October 1860 22d April 1862.	119	(a) This includes lodge, dead house, boundary wall, &c. The land was given. The old churchyard, and other grounds, are not yet closed.
Abergavenny - - -	2,4	31	
Abingdon - - - -	3,9 861, 9½ months.)	13	660 £. of the principal has been paid off, chiefly by the sale of surplus land.
Aldershot - - - -	1,9 23d April 1862.)	14	
Almondbury - - - -	10	8	One acre unappropriated.
Alnwick - - - -	2,3	45	
Alston - - - -	(b) 2	21	(b) Total cost of providing the cemetery.
Alton - - - -	1,1	4	(c) With 5 per cent. interest paid out of the poor rate.
Alverstoke - - - -	3,0	73	
Alverthorpe - - -	—	—	
Amersham - - - -	1,7	16	For two years; for first three months 1862, consecrated 22, unconsecrated 6.
Ardleigh - - - -	15 the present time.	14	
Arreton - - - -	19½	nil	An extension of the old churchyard. Expenses beyond the fees paid out of the poor rates.
Ashby-de-la-Zouch -	1,5	14	(d) Applied in reduction of the debt.
Ashford - - - -	6,8	32	Two acres of land are unappropriated.
Aston - - - -	13,8	—	
Atherton - - - -	(e) 3,3	24	(e) Borrowed on security of poor rate, to be repaid in twenty years.
Attercliffe - - - -	2,0	60	
Aylsham - - - -	13	4	(f) One-twentieth of loan paid annually from poor rate.
Bacup - - - -	6	-	Not yet consecrated.
Bakewell - - - -	2	-	(g) Chiefly towards repayment of loan.
Banbury - - - -	2	65	(h) Greatest for unconsecrated portion in proportion to number of interments.
Bangor - - - -	1	-	(i) Chiefly towards repayment of loan.
Barnstaple - - - -	2,8	29	Two and half acres unappropriated.
Barrow-on-Humber -	10	6	Two acres let by the Burial Board.
Basingstoke - - -	1,8	16	
Bathwick - - - -	1,1 (16 months.)	5	(k) Chapel on adjoining cemetery is used.

(continued)

p.	Cost to the Rates for and Chapels.			Average Number of Interments Annually.		Observations by Burial Board Clerks.
	Not Consecrated.			In Consecrated Ground.	In Ground not Consecrated.	
	£.	s.	d.			
Whittlesea	-	-	-	37	26	
Wigan	cannot state	-	-	454	411 Roman Catholics and Non-conformists.	The amount borrowed on mortgage was secured on the poor rate for the borough of Wigan. No special rate levied.
Wigton	be ascertained	-	-	121	23	The land cost nothing, except drainage, &c.
Willenhall	-	-	-	78	291	
Wimborne	611	4	4	63	15	
Windsor	be this information	-	-	90	30	
Wirksworth	-	-	-	90	10	(a) A portion of this is left unappropriated.
Witney	(b) 810	-	-	47	10	(b) The cost of unappropriated land is not included in these sums.
Witton-le-Woods	-	-	-	226	13½	
Wivenhoe	One-fourth	-	-	28	7½	(c) The parish church and Dissenters' chapel, being conveniently situated, are used.
Woodbridge	501	-	-	30	8	
Woodstock	264	-	8	19	9	A lych-gate has been built on the unconsecrated ground, but no chapel has been built; the expense of the lych-gate is included in the above sums of 528 <i>l.</i> 1 <i>s.</i> 5 <i>d.</i> and 264 <i>l.</i> 0 <i>s.</i> 8 <i>d.</i> The amount of liabilities beyond the sum of 750 <i>l.</i> is not at present provided for.
Worcester	-	-	-	106	46, with Catholics.	(d) The interest and instalments of principal are paid out of the city rate, in aid of which all the fees are paid.
Wrawby	-	Equal	-	48	12	
Wycombe	-	nil	-	65	90	About 1 rood of land, with walks, &c., is set out in the plan for the erection of chapels in consecrated and unconsecrated ground, but which have not yet been erected.
Yarmouth	-	-	-	6	34	
Yeovil	-	Equal	-	82	55	

BURIAL ACT.

RETURN of all MONIES borrowed and RATES levied under the PUBLIC BURIAL ACT in every PARISH in *England* and *Wales* where the Act has been applied; of the Number of CHAPELS erected and the Quantity of Land assigned to the use of the Church of England and to Non-Conformist Communities respectively; and, of the Number of INTERMENTS Annually in the Ground assigned to the Church of England and Non-Conformist Communities; &c.

(*Mr. Bramley-Moore.*)

*Ordered, by The House of Commons, to be Printed,
4 August 1862.*

CHIGWELL INCLOSURE.

RETURN to an Address of the Honourable The House of Commons,
dated 8 April 1862;—for,

“COPY of a REPORT of the INCLOSURE COMMISSIONERS to the Secretary of State for the Home Department, respecting the Proceedings which have taken place in regard to the INCLOSURE of certain LANDS in the Parish of *Chigwell*, comprised in the Inclosure Bill now before Parliament.”

Whitehall, }
9 April 1862. }

H. WADDINGTON.

CHIGWELL PROPOSED INCLOSURE.—ESSEX.

Report of the Inclosure Commissioners.

To the Right Honourable Sir *George Grey*, Baronet.

IN September last, an application was made to the Inclosure Commissioners for the inclosure of about 600 acres, part of Hainault Forest, allotted (with an additional 100 acres not included in the application) as a common for the parish of Chigwell, under the provisions of the “Hainault Forest Allotment of Commons Act, 1858.”

This land is situate in three different manors, and the application for the inclosure was signed by the lords and ladies of the manors, and 41 landowners, being commoners representing 7,381 *l.*, out of a total rateable value of 10,742 *l.* The Commissioners, a few days subsequently, received a petition against the inclosure, signed by numerous persons, but amongst the persons so signing there were only five possessing common rights in respect of land, the rateable value of whose interest was 597 *l.*, together with a few cottage owners.

The application and petition were referred by the Commissioners to their Assistant Commissioner, Mr. Wetherell, who, after due notice by advertisement and on the church door, held a meeting on the 23d October in the parish for the purpose of hearing objections to the inclosure, and any information or evidence which might be offered in relation thereto.

This meeting was numerously attended, Mr. Shillibeer, who signed the statement referred to in Mr. Waddington's letter, as well as the petition against the inclosure, being present. The Assistant Commissioner reported that with the exception of about 50 acres of uncultivated pasture, worth from 30 *s.* to 40 *s.* an acre per annum in its present state, the land proposed to be inclosed consisted of woodland, and that the commoners' herbage in the woodland was of very small value, not being worth more than from 1 *s.* 6 *d.* to 2 *s.* 6 *d.* an acre; as the woods, principally hornbeams, stints the growth of the herbage, and keeps the soil in such a wet and boggy state, as to preclude cattle from depasturing thereon with any advantage.

The Assistant Commissioner further reported, that the inclosure would not interfere with public rights, and that it was expedient, as it would lead to the cultivation and improvement of a considerable tract of excellent land, of which a larger portion was in its present state comparatively worthless and unproductive.

He also reported that there did not appear to him, after full inquiry, to be any good and sufficient reason for declining to proceed with the inclosure, as requested by Mr. Shillibeer.

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The Report of the Assistant Commissioner was duly considered by the Board, and they further required from Mr. Bryan Wood, the surveyor employed under the "Hainault Forest Allotment of Commons" Act of 1852, a statement showing the principle upon which the allotment had been made for the parish of Chigwell, and a comparative value of the rights of the lords and commoners in such allotment. From his statement it appears that the rights of the commoners, according to their full actual enjoyment, were worth in fee 4,995 *l.*, out of a total value of 24,533 *l.*, or rather more than one-fifth.

The Commissioners were subsequently waited upon by Mr. Shillibeer and some other gentlemen, who fully explained the objections to the inclosure, which the Commissioners, after consideration, informed him were untenable.

On the 9th January last, the Commissioners being of opinion that the inclosure was expedient, issued their Provisional Order directing that five acres should be allotted for the purposes of exercise and recreation, four acres for the labouring poor, and 373 acres for the lords; leaving for the commoners 218 acres of average value, being considerably more than one-third.

It has already been shown that their interest is, according to their actual enjoyment, a little more than one-fifth; so that the 218 acres, being more than one-third of the land to be inclosed, are a very full equivalent for their rights.

The Provisional Order was deposited in the parish for the inspection of all persons interested therein, and the terms thereof were assented to, in writing, by persons representing 8,630 *l.* out of the before-mentioned total interest of 10,742 *l.*

"The Hainault Forest Commons Allotment Act, 1858," contemplated that the commons allotted to the different parishes named in the Act might become the subject of inclosures under a general Inclosure Act, as it makes a special provision with reference to some of the lands allotted under it.

As regards the converting Chigwell Common into a regulated pasture, it is quite open to the parties interested to secure that object, by passing a resolution according to sect. 113 of 8 & 9 Vict. c. 118; but this can only be done after the Inclosure Act has received the sanction of Parliament.

The observation in Mr. Shillibeer's statement, that from a twelfth to a fourteenth is usually awarded to lords of manors upon inclosure, is correct with reference to ordinary open waste land, as the whole of the herbage is enjoyed by the commoners. In these cases, the lord's share is taken as an equivalent for his right to the soil only.

This proportion is not at all applicable to such a case as Chigwell, where nearly the whole of the land is covered with wood, and the value of the rights of common is consequently very small; and it may be mentioned that, in allotting the land under the Whichwood Disafforesting Act, one-fifth part only of the coppices was allotted to the commoners in lieu of their common rights over those tracts, and in inclosures under the General Inclosure Act a very limited proportion is usually allotted to the commoners where the land is covered with wood.

Mr. Shillibeer, in his statement, complains that, although he and others had a right of pasture over the manorial wastes as tenants of the manors, and became entitled to compensation out of the 969 acres of the King's Woods allotted to the commoners, yet he is excluded from any portion of such 969 acres.

This statement, owing to the omission of the real facts, is likely to mislead. Mr. Shillibeer had no greater right over the manorial wastes and King's Woods than the other commoners of the several parishes within the forest. The Court of Common Pleas decided that the manorial wastes and King's Woods formed one tract for the purpose of commoning; and in allotting that tract, between the parishes entitled to common rights, the interest of the parish of Chigwell in the soil and herbage of the King's Woods, as well as in the manorial wastes, was fully taken into account by the Commissioner, and he allotted to the parish of Chigwell such proportion in value of the manorial wastes and King's Woods as the value of the Chigwell common rights bore to the total value of the common rights exercisable over the forest; but in setting out the Chigwell allotment, he placed it, for the convenience of Chigwell, on the manorial wastes in the parish of Chigwell, and not in the King's Woods, which lie within the parishes of Barking and Dagenham.

Inclosure Commission, 5 April 1862.

STATEMENT relating to the proposed Inclosure of the newly created Common for the Parish of *Chigwell*.

A BILL having been brought into the House of Commons by Sir George Grey, and read a second time, to authorise the inclosure of certain lands in pursuance of a report of "The Inclosure Commissioners of England and Wales," I beg to draw attention to the subject of the contemplated inclosure of the common allotted for the parish of Chigwell, consisting of 700 acres of the waste lands of the late Forest of Hainault, awarded under "The Hainault Forest Allotment of Commons Act," passed in 1858, which the Commissioner appointed under the Act so recently as May last (1861) has awarded and set out for the use of the commoners, as a compensation for the forestal rights which, from time immemorial they had been entitled to, which compensation was awarded to commoners under "The Hainault Forest Disafforesting Act of 1851."

By "The Fifteenth Report of the Commissioners appointed to inquire into the state and condition of the Woods, Forests, and Land Revenues of the Crown" to Parliament, bearing date so far back as 28th March 1793, the Commissioners state that "the owners and occupiers of lands within the bounds of the forest have a right to commons of pasture for horses and cows." That the parish of Chigwell, with other parishes, possessed that right, and "that the general rule has been to admit one horse or two cows for every 4*l.* of annual rent." This is set forth to show that the cottagers have, up to 1851, when the disafforesting took place, been entitled to rights of common, which the Bill now proposed to the House will entirely deprive them of.

Under the Disafforesting Act of 1851, the Crown had 1,873 acres of the King's Woods allotted in satisfaction of all Her Majesty's rights throughout the whole Forest of Hainault, and 969 acres were left of the King's Woods for the commoners, the Act not dealing in any way with the other waste lands of about 1,114 acres; when by reason of the commoners' portion being left unprotected and uninclosed, various persons not entitled to common rights sending cattle to graze on the unallotted portion, application was made to the Hon. Charles Gore, the Commissioner of Woods and Forests, through Mr. Duncombe, and that Department in 1858 prepared and passed an Act, entitled, "The Hainault Forest Allotment of Commons Act," by which power was given to the Commissioner under it, to include with the unallotted 969 acres of "the King's Woods" a tract of about 1,114 acres on the northern side, which consisted of the wastes of several manors, out of which total, 700 acres has been awarded and set out by the Commissioner for the parish of Chigwell.

It is earnestly sought to solicit special and particular consideration to the following facts, which are set forth in the Hon. Charles Gore's report to a petition of myself and others to the House of Commons, dated 4th August 1860, in respect to the 1,114 acres of the manorial wastes, wherein he sets forth the fact, that the lords of the several manors petitioned the House of Lords, and were heard before the Select Committee of the House of Commons by counsel, but failed to get the said manorial wastes excluded from the operation of the Bill; yet now I have to request attention to the astounding fact, that the Commissioners of Inclosure, although in general but 1-12th or 1-14th is allowed to the lords of manors upon claims undisputed, have actually, in their report to Sir George Grey, sanctioned an allotment to the lords and ladies of the three manors of 328 acres out of the 600 applied for to be inclosed, exclusive of about 100 acres, which one of the stewards of the manor, in defiance of the Act, has recently inclosed, and which said 100 acres, although so improperly appropriated, have been awarded and set out by the Commissioner in May last, as a common for the parish of Chigwell, by which three lords of the manor seek to obtain 482 acres out of the 700 acres awarded to Chigwell, their claims to which they could not establish to the satisfaction of Parliament when the Bill was passing in 1858 and which claims were then strongly opposed by the Solicitor of Woods and Forests on behalf of the Crown.

With respect to myself and others, possessing property which entitled us to forestal rights of common of pasture, which the disafforesting Act of 1851 appeared to provide compensation for, it is a fact that cannot be disputed, that whereas,

I, and others, hitherto had the right of pasture over the manorial wastes, as tenants of the manors, and became entitled to compensation out of the 969 acres allotted for the commoners, yet, by the manner of legislating to compensate those rights, I now have only the same manorial wastes, hitherto enjoyed by me, for which I paid fines for each of my properties to the lord of the manor; but of the 969 acres of the King's Woods reserved for compensation to me and others, I am excluded from any portion.

Having now brought under notice the circumstances attending the disafforesting and pretended compensation to those of the manorial tenants of a tract of land, the commonage over which they always hitherto enjoyed, I venture to hope that the Act to authorise the inclosure, now before the House, will not be permitted to take from myself and others the privileges of a common, by so unconstitutional a proceeding as to abrogate an Act so recently passed expressly by the Legislature to create a common for our parish of Chigwell, which only came into practical effect in May last, and for the inclosure of which a few interested parties are attempting to obtain the sanction of Parliament to cover encroachments made in defiance of the Commissioners' award, against which a petition signed by 146 freeholders, copyholders, and cottagers, who from time immemorial have been entitled to the rights of common, was presented to the Commissioners of Inclosure, but by them disregarded.

In conclusion, I would most respectfully direct attention to the debates in the House of Commons, on the 9th of August 1860, on the "Hainault Forest" question, wherein Mr. Laing, the then Secretary of the Treasury, in reply to questions of the late Mr. Duncombe and Mr. Buxton, observes, "that he admitted it was highly desirable that some portion of the forest should be preserved for the use of the public;" and as myself and the majority of others entitled to common rights only desire that the allotted portion to Chigwell of 700 acres, in which we are interested, should be inclosed as a "regulated pasture," by which the commoners and public would be alike considered, I venture to hope that the Honourable House of Commons will expunge from the proposed Inclosure Bill that part relating to Chigwell Common, and direct that a special Act be passed for its regulation, the expenses of which may be easily borne out of the 6,734 *l.* "arising from the proceeds of timber, &c., formerly standing upon the allotments awarded to the commoners," being a balance in the hands of the Commissioners of Woods and Forests, 31st March 1861, as appeared by their last report.

Grove House, Chigwell Row,
21 March 1862.

G. Shillibeer.



CHIGWELL INCLOSURE.

COPY of a REPORT of the INCLOSURE COMMISSIONERS to the Right Honourable Sir George Grey, Bart., respecting the Proceedings which have taken place in regard to the INCLOSURE of certain LANDS in the Parish of Chigwell, comprised in the Inclosure Bill now before Parliament.

(*Sir George Grey.*)

*Ordered, by The House of Commons, to be Printed,
10 April 1862.*

COUNT

SEV COUNTY

TAL. At Auction.	COUNTIES.					
	Inspector Weights, Ac.	Interest and Principal of Debt.	Repayment of Debt.	Incidental Expenses.	TOTAL.	TOTAL DEBTORS- MENTS.
ENGLAND:						
BEDFORD.	1 155 16 7	9 15 6	2,408 8 5	2,505 - -	949 9 1	7,129 1 3
BERR.	6 488 14 5	- -	2,263 9 7	3,479 12 10	7,315 - 1	16,261 12 1
BUCK.	4 267 14 1	129 1 10	2,071 5 1	3,561 14 7	867 8 8	3,969 18 -4
CAMBRIDGE.	5 207 15 -	90 - -	- - -	- - -	369 14 3	1,446 13 10
CHESH.	9 - -	62 16 14	731 7 7	1,000 - -	5,118 10 2	4,380 18 11
CHESTER.	7,753 11 10	547 7 9	3,560 9 8	7,375 - -	3,440 15 4	23,660 12 3
CORNWALL.	1 542 7 1	- -	1,436 18 5	1,000 6 8	10,027 14 4	15,319 19 4
CUMBERLAND.	8 226 5 3	88 15 9	1,082 13 3	955 - -	1,430 9 9	6,981 15 8
DERBY.	173 13 41 8 8	127 16 3	3,151 - -	1,750 - -	9,594 13 7	17,205 6 3
DERBY.	10 980 19 5	363 14 11	1,430 19 5	1,000 - -	3,391 13 64	14,718 5 10
DORSET.	317 -318 - 7	56 14 1	596 14 -	850 - -	1,092 17 7	5,091 17 3
DURHAM.	5 496 16 2	56 1 1	- - -	- - -	4,430 15 11	9,236 16 7
ESSEX:						
Eastern Division.	330 18 - -	- -	3,020 17 3	2,000 - -	214 9 9	6,825 7 8
Western Division.	417 1305 - 11	56 5 -	862 18 8	1,300 - -	867 12 10	5,725 14 54
Liberty of Haverhill.	223 4 56 8 2	7 - -	- - -	- - -	108 13 3	227 14 10
GLOUCESTER.	5,851 181 9 7	31 8 -	- - -	- - -	3,365 3 5	4,662 14 21
HERTFORD.	612,246 1,786 19 5	- -	503 3 1	- - -	365 11 8	3,444 13 6
HERTFORD.	1,355 128 19 -	- -	- - -	- - -	1,325 8 10	3,290 1 19
St. Alban's, Liberty of.	1,465 5 42 11 2	- -	- - -	- - -	116 7 10	211 5 3
HUNTINGDON.	1,112 112 18 11	30 - -	830 10 7	3,500 - -	567 4 11	4,312 5 5
KENT.	7,601 1,568 4 5	428 16 9	681 5 10	882 13 4	4,075 8 9	11,207 4 8
LIBERTY OF ST. ALBAN.	1,000 1,000 19 7	248 7 3	4,382 - 2	7,624 14 4	8,220 15 3	41,126 3 6
LIBERTY OF ST. ALBAN.	2,869 241 - 7	- - -	- - -	- - -	- - -	16,020 4 11

MIDDLE LEVEL DRAINAGE.

RETURN to an Address of the Honourable The House of Commons,
dated 26 May 1862 ;—for,

“ COPY of any CORRESPONDENCE between the SECRETARY of STATE for the HOME DEPARTMENT and the COMMISSIONERS of the MIDDLE LEVEL DRAINAGE and any other Persons, respecting the recent INUNDATIONS within the District of the Commissioners.”

Whitehall, }
27 May 1862. }

H. WADDINGTON.

Sir,

Lynn, 18 May 1862.

IN consequence of the dreadful calamity which has befallen the low lands in the neighbourhood of this town, by the bursting of the Middle Level Sluice on the 4th instant, and the consequent inundation of a large tract of country, now estimated at about 10,000 acres, I consider it my duty to apply to you, and request your interference.

There are in this country bodies of Commissioners having jurisdiction over the drainage of the district, who, fearing they may relieve the Middle Level Commissioners from their due responsibility, are unwilling actively to interfere, and I feel satisfied, that no one but yourself can exercise the authority which is now required to protect the country from the ruin with which it is threatened.

The bursting of the sluice occurred on the 4th instant, now a fortnight since, and no dam has been yet constructed to prevent the tidal waters of the Ouse greatly extending the area over which they have already committed such awful devastation.

During the neap tides no efficient measures were taken, and the consequence was, that on Monday last, the banks of the Middle Level Drain broke and inundated the country to the extent I have named, which is hourly increasing. I have visited the scene of devastation to-day, and not a single labourer was at work, and no efficient plan of operations appears to be yet determined on; and unless the tidal waters are stopped during the present neaps, the consequences of the next spring tides, in about a week from the present time, are fearful to contemplate.

I have had the opinion of several scientific and practical men, as to what course ought to have been adopted; and I send this letter by Mr. Arthur Saunders, of this town, civil engineer, in order that he may explain those points which, in my haste to communicate with you, I may have omitted.

I have, &c.

The Right Hon. Sir G. Grey, Bart.,
&c. &c. &c.

(signed) L. W. Jarvis,
Mayor of King's Lynn.

Enneth Vicarage, near Wisbech,
18 May 1862.

Sir,

I THINK it my duty to lay before you a few facts connected with the extensive inundation of waters at present prevailing in this district.

You are no doubt aware, that about a fortnight ago, the sluice of the Middle Level Drain, opening into the river Ouse, at Wiggenhall St. Germans, about four miles from Lynn, blew up, and caused an ingress of tidal waters into this district.

For about a week, efforts were made to construct a dam of sandbags and faggots a short distance inside of the sluice, but entirely without success. This day week, the bank of the Middle Level Drain burst, about four miles from the sluice, and admitted a deluge of tidal waters into Marshland Fen and Smeeth, and parts adjacent. On Monday last, the idea of making a dam was abandoned, and steps were taken to pile the bridge over the drain, leading from Wiggenhall St. Germans to Wiggenhall St. Mary's, with a view to a temporary dam. On Tuesday, however, by some unforeseen accident, the bridge, with about 30 piles that had been driven, was swept away, and the spring tides flowed into Marshland Fen with unobstructed force, and laid the lands under water to the extent of from 8,000 to 10,000 acres, at the lowest computation. Up to Friday last, the waters continued to increase; but since then, owing to the lessening of the tides, they have somewhat abated. In a week or 10 days' time, however, the high tides will begin to return, and unless a dam is effectually constructed near the broken sluice, the further inundation of this fertile district to an incalculable extent is inevitable. There is a very strong feeling among the residents in this district, that sufficiently active measures have not, as yet, been taken for the construction of this dam. When I was at the spot on Friday last, that was certainly my impression; and one of my parishioners, who is a sufferer by the flood, has just informed me, that when he was on the spot last night the same inactivity prevailed.

It is not the object of this letter to attach any blame to any of the parties charged with the protection of this district, but as the incumbent of one of the parishes seriously affected by the inundation, I think it my duty to lay these facts before you, in the hope that, should you deem it needful, you will send a proper person down in behalf of the Government to inspect the state of affairs, and, if necessary, to take proper steps to secure this district from further inundation. If the next six days are lost, it is impossible to say to what extent the waters may spread over this flat country, among advancing crops of the most abundant and promising character.

I have, &c.
(signed) *J. W. Berryman,*
Vicar of Enneth.

The Right Hon. Sir Geo. Grey.

Gentlemen,

Whitehall, 19 May 1862.

I AM directed by Secretary Sir George Grey to transmit to you copies of letters which have been addressed to him by the Mayor of Lynn and the Vicar of Enneth, near Wisbech, on the subject of the bursting of the Middle Level sluice at Wiggenhall St. Germans, and to call your attention to the statements in these letters, which impute to you want of energy and exertion in repairing the damage, and arresting the progress of the inundation. As it is not improbable that the subject may be brought before Parliament, Sir George Grey would be glad to be furnished with a report, stating the cause and extent of the calamity, and the nature of the measures adopted or contemplated to prevent further mischief.

The Middle Level Drainage Commissioners,
Care of Mr. Wise,
Wood's Hotel, Holborn.

I am, &c.
(signed) *H. Waddington.*

Sir,

Wood's Hotel, Furnival's Inn, 20 May 1862.

I HAVE the honour to acknowledge the receipt of your letter of the 19th inst, enclosing copies of letters received from the Vicar of Enneth and the Mayor of Lynn on the subject of the recent bursting of the Middle Level sluice at Wiggenhall St. Germans, and, in reply thereto, I am directed to state, for the information of Sir George Grey, Secretary of State, that on receiving intelligence of the blowing up of the sluice I immediately waited upon the chairman of the

Lynn

18 May.

Enneth

18 May.

the Commissioners, Edward Fellowes, Esq., M.P., and with him upon Messrs. Walker & Burges, who constructed the work, to consult with them as to the proper steps to be taken; and called in, with their concurrence, Mr. Hawkshaw, President of the Institute of Civil Engineers, and gave him full authority to employ every means to avert the consequences of the failure of the sluice.

I also enclose copy of a Report of Mr. Hawkshaw, and am directed to add, that the Middle Level Commissioners have authorised their chairman, Mr. Hawkshaw, and myself, to wait upon Sir George Grey, and afford him such further information as he may require, if he will favour us with an appointment for that purpose.

H. Waddington, Esq.,
&c. &c. &c.

I am, &c.
(signed) *F. T. Wise*,
Clerk to the Middle Level Drainage
Commissioners.

P.S.—From the best information that I can obtain, I have no doubt that the inundation does not extend beyond 8,000 acres.

33, Great George-street, Westminster,
20 May 1862.

Gentlemen,

I HAVE read Mr. Waddington's letter of the 19th instant, and also the two letters accompanying it, one from the Mayor of Lynn and the other from the Vicar of Enneth.

In reply, I beg to report, that no effort has been spared since the failure of the sluice to construct sufficient barriers against the sea to prevent it flowing up the new cut into the interior of the country.

Between the 4th instant, when the sluice gave way, and the next high tides, there was an interval of only seven days; much too short a space of time to permit of any effectual stoppage of the tidal waters.

The construction of an earthwork dam was commenced immediately, and continued incessantly, for the purpose of shutting out as much as possible of the tidal waters, and the dam was raised in that time about 10 feet high. It was wholly impossible in these few days, a portion of which had to be devoted to collecting a proper staff and suitable materials, to do more than this. The earth dam is not abandoned, as one of the writers seems to imagine, but is now being pushed forward as fast as possible, having regard to its security.

Fearing to depend on this alone, I am also constructing a cofferdam above the earth dam, so as to afford additional safety.

I can only add, that everything that human agency can do in the matter is being done. It is difficult to explain to gentlemen unacquainted with such subjects the steps and stages necessary to bring a work presenting unusual difficulties to a successful conclusion. The suggestions made by all sorts of people from day to day, how instantly to stop a tidal river of great magnitude by sleight of hand, as it were, while they show a laudable anxiety to avert further mischief, display how little such persons understand the difficulties of the task they would undertake.

I have every reason to hope that the measures I am now taking will, however, be successful.

It is true that on Sunday last, the 18th instant, the men, as mentioned by the Mayor of Lynn, were not at work. The payment of their wages was not concluded until near midnight on Saturday, and men and superintendents were all so worn out, that it was thought desirable by the agents of Mr. Leather, the contractor, to allow them to rest on the Sunday.

The Commissioners of the
Middle Level Drainage.

I am, &c.
(signed) *J. Hawkshaw*.

Sir,

London, 23 May 1862.

IN accordance with the wish you expressed when the deputation from the Court of Sewers of West Norfolk waited upon you this afternoon, I beg, as chairman of such deputation, to state in writing what was then verbally submitted to you.

1st. That owing, it is presumed, to Mr. Hawkshaw's engagements in London, the local superintendence of the works appears to have been very defective.

2dly. That only a small portion of the labourers offering have been employed, and it is considered the number so employed has been much less than the necessity of the case requires, the success of works of this nature depending in a great measure on the rapidity and vigour of their execution.

3dly. In consequence of the breach through the west bank of the Middle Level Drain between the railway and Chad Bridge, the action of the water on the opposite or East bank has scoured away the foot of such bank, so that it is feared a breach will occur there also, the consequence of which will be the flooding of about 8,000 acres of land, in addition to the large tract already submerged on the opposite side. Although this has been apparent for several days, nothing had been done to remedy it up to noon of yesterday, and it is urged that it requires the immediate and vigorous attention of the Commissioners to prevent this additional calamity.

I have, &c.

(signed) *L. H. Jarvis,*
Mayor of King's Lynn.

Sir Geo. Grey, Bart., M.P.,
&c. &c. &c.

Gentlemen,

Whitehall, 24 May 1862.

WITH reference to my letter of the 19th instant, I am directed by Secretary Sir George Grey to transmit to you a copy of a letter from the Mayor of Lynn, and to call your attention to the statements made therein by him on behalf of a deputation from the Court of Sewers of West Norfolk, and particularly to the third, which relates to the probability of a fresh breach occurring on the East bank of the Middle Level Drain.

Sir George Grey feels confident that these representations will meet with immediate attention, and that no exertion will be spared to avert this calamity.

I am, &c.

The Middle Level Drainage
Commissioners.

(signed) *H. Waddington.*

Sir,

March, 26 May 1862.

I BEG to acknowledge the receipt of your letter of the 24th instant, enclosing copy of a letter from the Mayor of Lynn on behalf of a deputation from the Court of Sewers of West Norfolk, and in reply to the statements contained therein, I have to inform you, for the information of Sir George Grey,—

1st. That from observations made by the Mayor, he and the Court of Sewers seem to desire that Mr. Hawkshaw should personally superintend the execution of the work, whereas it is obvious that any engineer of equal eminence could not do so.

2dly. It is very probable that labourers offering themselves have not been employed, the object being to get skilled artisans and labourers.

Arrangements were made by Mr. Leather, to whom the execution of the works are entrusted, for sending hands recently employed under him on the fortification and Government works at Spithead and Portland, and I believe those and similar arrangements have been partly carried out.

3dly. Attention

3dly. Attention has been given to the East bank, and it is believed that all cause of danger has been removed; it will, however, be constantly watched.

The chairman and committee of Commissioners met Mr. Hawkshaw on the works on Saturday. He went down Friday evening, and was to remain over Saturday and the greater part of yesterday.

The Commissioners have not received any direct communication from the Court of Sewers; but on our way from the works on Saturday evening, we met the deputation at the Ely station, and I stated to the Mayor that if then or thereafter the Court of Sewers had any suggestions or communications to make, the same should, on my being apprised of them, receive immediate attention; and steps were then taken to put Mr. Walker, a contractor on whose judgment the Court of Sewers seemed to rely, in communication with Mr. Hawkshaw.

I am, &c.

(signed) *F. T. Wise,*

Clerk to the Middle Level Drainage
Commissioners.

H. Waddington, Esq.,
Under Secretary of State,
Home Department.

P.S.—Since writing the above I have received another notice as to the East bank, which I have forwarded by special messenger to the superintendent in charge of the banks, with directions to give it immediate attention.

MIDDLE LEVEL DRAINAGE.

COPY of CORRESPONDENCE between the SECRETARY of STATE for the HOME DEPARTMENT, and the COMMISSIONERS of the MIDDLE LEVEL DRAINAGE, respecting the recent FLOODATIONS within the District of the Commissioners.

(*Lord Stanley.*)

*Ordered, by The House of Commons, to be Printed,
28 May 1862.*

PUBLIC OFFICES EXTENSION BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 7 July 1862;—for,

C O P Y

OF

P L A N

REFERRED TO IN THE

PUBLIC OFFICES EXTENSION BILL.

(Mr. Courper.)

*Ordered, by The House of Commons, to be Printed,
7 July 1862.*

PUBLIC OFFICES EXTENSION BILL .



PUBLIC OFFICES EXTENSION BILL.

C O P Y

OF

P L A N

REFERRED TO IN THE

PUBLIC OFFICES EXTENSION
BILL.

(*Mr. Couper.*)

*Ordered, by The House of Commons, to be Printed,
7 July 1862.*

[*Price 1 s.*]

382.

Under 2 oz.

BARONIES (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 10 July 1862;—for,

A RETURN “of the Names of the BARONIES or HALF-BARONIES in each of the COUNTIES in *Ireland*,
with the GROSS VALUATION of each, according to the GENERAL VALUATION.”

NAMES OF COUNTIES.	NAMES OF BARONIES or HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.	NAMES OF COUNTIES.	NAMES OF BARONIES or HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.
		£. s. d.			£. s. d.
ANTRIM - - -	Antrim, Lower - - -	45,774 1 -	CLARE - - -	Bauratty, Lower - - -	42,096 17 -
	Antrim, Upper - - -	38,588 1 -		Bauratty, Upper - - -	23,913 2 -
	Belfast, Lower - - -	70,871 17 -		Burren - - -	20,919 1 -
	Belfast, Upper (including the Town of Belfast).	347,520 1 -		Clonderalaw - - -	30,137 18 -
	Cary - - -	38,029 3 -		Curcomroe - - -	27,158 4 -
	Dunluce, Lower - - -	28,003 14 -		Ibrickan - - -	20,105 - -
	Dunluce, Upper - - -	38,503 12 -		Inchiquin - - -	20,803 11 -
	Glenarm, Lower - - -	21,707 9 -		Islands - - -	34,138 19 -
	Glenarm, Upper - - -	18,074 13 -		Moyarta - - -	32,007 5 -
	Kilconway - - -	33,486 - -		Tulla, Lower - - -	30,266 8 -
	Massereene, Lower - - -	28,580 2 -		Tulla, Upper - - -	28,820 7 -
	Massereene, Upper - - -	81,015 15 -		TOTAL - - - £.	310,906 12 -
	Toome, Lower - - -	45,631 10 -			
	Toome, Upper - - -	41,865 13 -			
Town of Carrick- fergus - - -	- - -	22,979 17 -			
	TOTAL - - - £.	901,130 7 -			
ARMAGH (a) - - -	Armagh - - -	84,128 - -	CORK - - -	Hantry - - -	14,430 14 -
	Fews, Lower - - -	36,037 - -		Barretts - - -	17,801 9 -
	Fews, Upper - - -	36,313 - -		Barrymore - - -	109,070 6 -
	O'Neilland, East - - -	33,272 - -		Bear - - -	17,187 18 -
	O'Neilland, West - - -	76,636 - -		Carbery, East (Eastern Divi- sion).	42,090 18 4
	Orier, Lower - - -	61,540 - -		Carbery, East (Western Divi- sion).	41,929 - -
	Orier, Upper - - -	50,593 - -		Carbery, West (Eastern Divi- sion).	33,385 3 -
	Tiranny - - -	34,655 - -		Carbery, West (Western Divi- sion).	20,050 2 -
	TOTAL - - - £.	403,180 - -		Condons and Clangibbon - - -	62,180 2 -
CARLOW - - -	Carlow - - -	40,491 2 -		Cork - - -	69,815 11 6
	Forth - - -	24,403 1 -		Courcey's - - -	6,114 3 -
	Idrone, East - - -	32,802 5 -		Duhallo - - -	92,222 10 -
	Idrone, West - - -	14,702 10 -		Fermoy - - -	93,160 11 -
	Rathvilly - - -	35,172 15 -		Ibane and Barryroe - - -	23,436 3 -
	St. Mullin's, Lower - - -	13,122 16 -		Imokilly - - -	99,151 5 5
	St. Mullin's, Upper - - -	4,056 13 -		Kerrycurryhy - - -	30,183 9 -
	TOTAL - - - £.	165,671 1 -		Kinalca - - -	31,849 - -
CAVAN - - -	Castlerahan - - -	41,708 10 -		Kinalmeaky - - -	30,105 1 -
	Clankee - - -	39,444 12 -		Kinnatalloon - - -	16,165 8 -
	Clanmahon - - -	34,185 4 -		Kinsale - - -	17,202 4 -
	Loughtee, Lower - - -	20,575 2 -		Muskery, East - - -	72,979 12 0
	Loughtee, Upper - - -	47,417 4 -		Muskery, West - - -	54,128 13 -
	Tullygarvey - - -	41,212 10 -		Orrery and Kilmore - - -	58,080 17 -
	Tullyhaw - - -	24,073 5 -		TOTAL - - - £.	1,050,429 5 -
	Tullyhunco - - -	23,904 11 -			
	TOTAL - - - £.	273,211 7 -			
			City of Cork - - -	- - -	132,490 14 11
CLARE - - -	Bauratty, Lower - - -	42,096 17 -	DOMEGAL - - -	Banagh - - -	26,869 - -
	Bauratty, Upper - - -	23,913 2 -		Boylagh - - -	10,134 - -
	Burren - - -	20,919 1 -		Inishowen, East - - -	31,489 - -
	Clonderalaw - - -	30,137 18 -		Inishowen, West - - -	26,315 - -
	Curcomroe - - -	27,158 4 -		Kilmacrenan - - -	58,329 - -
	Ibrickan - - -	20,105 - -		Raphoe, North - - -	59,247 - -
	Inchiquin - - -	20,803 11 -		Raphoe, South - - -	41,396 - -
	Islands - - -	34,138 19 -		Tirhugh - - -	41,539 - -
	TOTAL - - - £.	310,906 12 -		TOTAL - - - £.	295,618 - -

(a) The tenement valuation of the County Armagh is not yet completed, but it will probably amount to the figures here entered.

NAMES OF COUNTIES.	NAMES OF BARONIES OR HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.	NAMES OF COUNTIES.	NAMES OF BARONIES OR HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.
		£. s. d.			£. s. d.
DOWN (a)	Ards, Lower - - -	52,246 - -	KILDARE	Carbury - - - -	30,892 18 -
	Ards, Upper - - -	42,339 - -		Clane - - - -	20,381 15 -
	Castlereagh, Lower - - -	76,320 - -		Connell - - - -	25,892 9 -
	Castlereagh, Upper - - -	77,231 - -		Ikeathy and Oughterany - - -	27,073 3 -
	Dufferin - - - -	24,644 - -		Kilcullion - - - -	6,065 17 -
	Iveagh, Lower (Lower Half) - - -	61,358 - -		Kilkea and Moone - - - -	32,328 19 -
	Iveagh, Lower (Upper Half) - - -	71,744 - -		Naas, North - - - -	32,287 9 -
	Iveagh, Upper (Lower Half) - - -	71,160 - -		Naas, South - - - -	22,050 19 -
	Iveagh, Upper (Upper Half) - - -	70,020 - -		Narragh and Reban, East - - -	15,946 11 -
	Kilnalarty - - - -	42,614 - -		Narragh and Reban, West - - -	18,594 3 -
	Lecale, Lower - - - -	46,074 - -		Offaly, East - - - -	32,562 8 -
	Lecale, Upper - - - -	51,009 - -		Offaly, West - - - -	26,498 9 -
	Lorship of Newry - - - -	38,423 - -		Salt, North - - - -	32,142 7 -
	Mourne - - - -	22,095 - -		Salt, South - - - -	21,185 12 -
	TOTAL - - - £.	757,405 - -		TOTAL - - - £.	342,522 19 -
DUBLIN -	Balrothery, East - - -	39,803 15 -	KILKENNY -	Callan - - - -	6,156 13 -
	Balrothery, West - - -	22,974 10 -		Cranagh - - - -	38,903 4 -
	Castleknock - - - -	45,805 10 -		Fassadinin - - - -	39,913 8 -
	Coolock - - - -	80,715 5 -		Galmoy - - - -	25,541 16 -
	Dublin - - - -	60,215 10 -		Gowran - - - -	77,200 4 -
	Nethercross - - - -	26,945 10 -		Ida - - - -	39,018 1 -
	Newcastle - - - -	32,922 5 -		Iverk - - - -	35,658 5 -
	Rathdown - - - -	191,802 5 -		Kells - - - -	25,406 13 -
	Uppercross - - - -	107,511 15 -		Knocktopher - - - -	25,460 4 -
	TOTAL - - - £.	608,766 5 -	City of Kilkenny -	Shillelogher - - - -	30,192 8 -
				TOTAL - - - £.	10,926 18 -
City of Dublin -	- - - -	609,237 10 -			363,485 14 -
FERMANAGH (b)	Clanawley - - - -	28,838 - -	KING'S	Ballyboy - - - -	14,528 3 -
	Clankelly - - - -	20,531 - -		Ballybritt - - - -	34,063 7 -
	Coole - - - -	13,283 - -		Ballycowan - - - -	24,222 7 -
	Knockninny - - - -	14,150 - -		Clonlisk - - - -	27,898 12 -
	Lurg - - - -	36,370 - -		Coolestown - - - -	22,310 2 -
	Magheraboy - - - -	42,175 - -		Eglisk - - - -	11,974 18 -
	Magherastephana - - - -	33,462 - -		Garrycastle - - - -	40,853 2 -
	Tirkennedy - - - -	38,740 - -		Geashill - - - -	14,147 11 -
	TOTAL - - - £.	227,567 - -	LEITRIM -	Kilcoursey - - - -	12,733 11 -
GALWAY	Aran - - - -	1,634 4 -		Philipstown, Lower - - - -	14,924 1 -
	Athenry - - - -	10,925 18 -		Philipstown, Upper - - - -	14,444 19 -
	Ballymoe - - - -	30,204 8 -		Warrenstown - - - -	12,814 14 -
	Ballynahinch - - - -	16,456 6 -		TOTAL - - - £.	245,445 7 -
	Clare - - - -	45,978 15 -	LIMERICK -	Carrigallen - - - -	25,707 - -
	Clonmacnowen - - - -	23,686 8 -		Drumahaire - - - -	34,208 - -
	Dunkellin - - - -	37,180 18 -		Leitrim - - - -	28,075 - -
	Dunmore - - - -	30,041 7 -		Mohill - - - -	27,320 - -
	Kilconnell - - - -	32,701 16 -		Roslogher - - - -	21,097 - -
	Killian - - - -	18,337 14 -		TOTAL - - - £.	137,307 - -
	Kiltartan - - - -	28,485 17 -	CITY OF LIMERICK -	Clanwilliam - - - -	52,065 15 -
	Leitrim - - - -	34,465 10 -		Connello, Lower - - - -	34,097 - -
	Longford - - - -	48,744 8 -		Connello, Upper - - - -	39,271 6 -
	Loughrea - - - -	23,150 5 -		Coonagh - - - -	28,449 7 -
	Moycullen - - - -	18,011 16 -		Coahlea - - - -	60,335 13 -
	Roe - - - -	6,777 8 -		Coahma - - - -	47,976 15 -
	Tiaquin - - - -	38,380 2 -		Glenquin - - - -	42,609 6 -
	TOTAL - - - £.	34,486 18 -		Kenry - - - -	19,046 - -
Town of Galway -	- - - -	477,649 18 -		Killmallock - - - -	6,290 5 -
KERRY	Clanmaurice - - - -	39,709 14 -		North Liberties - - - -	5,574 - -
	Corkaquin - - - -	25,549 4 -		Ownebeg - - - -	13,120 18 -
	Dunkerron, North - - - -	8,226 18 -		Pubblebrien - - - -	31,360 - -
	Dunkerron, South - - - -	9,764 18 -		Shald - - - -	36,137 10 -
	Glanarought - - - -	11,127 18 -		Small County - - - -	44,042 15 -
	Inaghconnor - - - -	34,410 8 -		TOTAL - - - £.	531,003 10 -
	Iveragh - - - -	19,022 1 -	City of Limerick -		70,187 - -
	Magunihy - - - -	52,340 1 -			
	Trughanacmy - - - -	80,177 6 -			
	TOTAL - - - £.	280,424 8 -			

(a) The tenement valuation of the County Down is not yet completed, but it will probably amount to the figures here entered.

(b) The tenement valuation of the County Fermanagh is not yet completed, but it will probably amount to the figures here entered.

NAMES OF COUNTIES.	NAMES OF BARONIES OR HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.	NAMES OF COUNTIES.	NAMES OF BARONIES OR HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.
		£. s. d.			£. s. d.
LONDONDERRY	Coleraine - - - -	48,459 - -	MONAGHAN	Cremorne - - - -	69,138 18 -
	Keenaght - - - -	60,259 - -		Dartree - - - -	52,265 6 -
	Loughinsholin - - - -	100,952 - -		Farney - - - -	55,545 11 -
	North-East Liberties of Cole- rairie.	29,017 - -		Monaghan - - - -	60,119 6 -
	North-West Liberties of Lon- donderry.	61,101 - -		Trough - - - -	27,321 15 -
	Tirkeeran - - - -	52,491 - -		TOTAL - - - £.	264,390 16 -
	TOTAL - - - £.	352,279 - -			
LONGFORD	Ardagh - - - -	33,515 18 -	QUEEN'S	Ballyadams - - - -	15,548 11 -
	Granard - - - -	40,968 4 -		Claudonagh - - - -	32,010 19 -
	Longford - - - -	27,402 15 -		Clarmallagh - - - -	29,505 4 -
	Moydow - - - -	15,802 19 -		Cullenagh - - - -	20,256 11 -
	Rathelino - - - -	20,077 11 -		Maryborough, East - - - -	20,517 3 -
	Shrule - - - -	16,003 12 -		Maryborough, West - - - -	21,460 11 -
	TOTAL - - - £.	154,530 10 -		Portmahinch - - - -	28,817 9 -
LOUTH	Ardee - - - -	57,903 16 -	ROSCOMMON	Slievemary - - - -	25,037 17 -
	Drogheda - - - -	6,030 5 -		Stradbally - - - -	18,127 5 -
	Ferrard - - - -	45,985 - -		Tinnahinch - - - -	21,257 13 -
	Louth - - - -	28,129 5 -		Upperwoods - - - -	10,105 16 -
	Lower Dundalk - - - -	21,296 7 -		TOTAL - - - £.	261,244 19 -
	Upper Dundalk - - - -	40,544 5 -			
	TOTAL - - - £.	208,208 18 -			
TOWN OF DROGHEDA	Ardee - - - -	57,903 16 -	ROSCOMMON	Athlone - - - -	66,581 - -
	Drogheda - - - -	6,030 5 -		Ballintober, North - - - -	14,389 - -
	Ferrard - - - -	45,985 - -		Ballintober, South - - - -	28,467 - -
	Louth - - - -	28,129 5 -		Ballymoe - - - -	15,303 - -
	Lower Dundalk - - - -	21,296 7 -		Boyle - - - -	43,027 - -
	Upper Dundalk - - - -	40,544 5 -		Castlereagh - - - -	30,881 - -
	TOTAL - - - £.	208,208 18 -		Frenchpark - - - -	28,984 - -
MAYO	Burrishoole - - - -	22,736 6 -	SLIGO	Moycarn - - - -	11,378 - -
	Carra - - - -	41,758 9 -		Roscommon - - - -	49,794 - -
	Claremorris - - - -	31,731 6 -		TOTAL - - - £.	207,804 - -
	Costello - - - -	34,611 13 -			
	Erris - - - -	12,835 3 -			
	Gallen - - - -	30,455 2 -			
	Kilmaine - - - -	52,680 18 -	SLIGO	Carbury - - - -	58,911 - -
MEATH	Murrisk - - - -	10,416 19 -		Coolavin - - - -	9,710 - -
	Tirawley - - - -	61,327 6 -		Carran - - - -	25,563 - -
	TOTAL - - - £.	313,553 2 -		Leyny - - - -	38,847 - -
				Tireragh - - - -	42,605 - -
				Tirerrill - - - -	36,119 - -
				TOTAL - - - £.	211,845 - -
MEATH	Deece, Lower - - - -	17,518 5 -	TIPPERARY (North Riding)	Ellogarty - - - -	60,406 18 -
	Deece, Upper - - - -	29,988 10 -		Ikerrin - - - -	44,505 9 -
	Duleek, Lower - - - -	43,410 5 -		Kilnemanagh, Upper - - - -	23,213 3 -
	Duleek, Upper - - - -	31,002 10 -		Lower Ormond - - - -	72,544 4 -
	Dunboyne - - - -	17,543 15 -		Owney and Arra - - - -	35,814 15 -
	Fore - - - -	34,057 19 -		Upper Ormond - - - -	38,026 6 -
	Kells, Lower - - - -	29,083 10 -		TOTAL - - - £.	281,470 15 -
MEATH	Kells, Upper - - - -	51,146 11 -	TIPPERARY (South Riding)	Clanwilliam - - - -	102,651 2 -
	Lune - - - -	33,261 3 -		Iffa and Offa, East - - - -	74,194 2 -
	Moygallion - - - -	27,175 - -		Iffa and Offa, West - - - -	62,866 16 -
	Moyfeurath, Lower - - - -	39,422 15 -		Kilnemanagh, Upper - - - -	27,574 10 -
	Moyfeurath, Upper - - - -	23,859 5 -		Middlethird - - - -	70,870 18 -
	Navan, Lower - - - -	31,487 - -		Shievardagh - - - -	54,443 12 -
	Navan, Upper - - - -	17,632 10 -		TOTAL - - - £.	401,001 - -
MEATH	Ratoath - - - -	33,759 10 -	TYRONE	Clogher - - - -	52,597 - -
	Skreen - - - -	40,906 10 -		East Omagh - - - -	74,700 - -
	Slane, Lower - - - -	22,810 - -		Lower Dungannon - - - -	36,440 - -
	Slane, Upper - - - -	24,816 5 -		Lower Strabane - - - -	65,703 - -
	TOTAL - - - £.	549,061 3 -		Middle Dungannon - - - -	80,048 - -
				Upper Dungannon - - - -	53,137 - -
				Upper Strabane - - - -	30,361 - -
MEATH				West Omagh - - - -	25,565 - -
				TOTAL - - - £.	425,517 - -

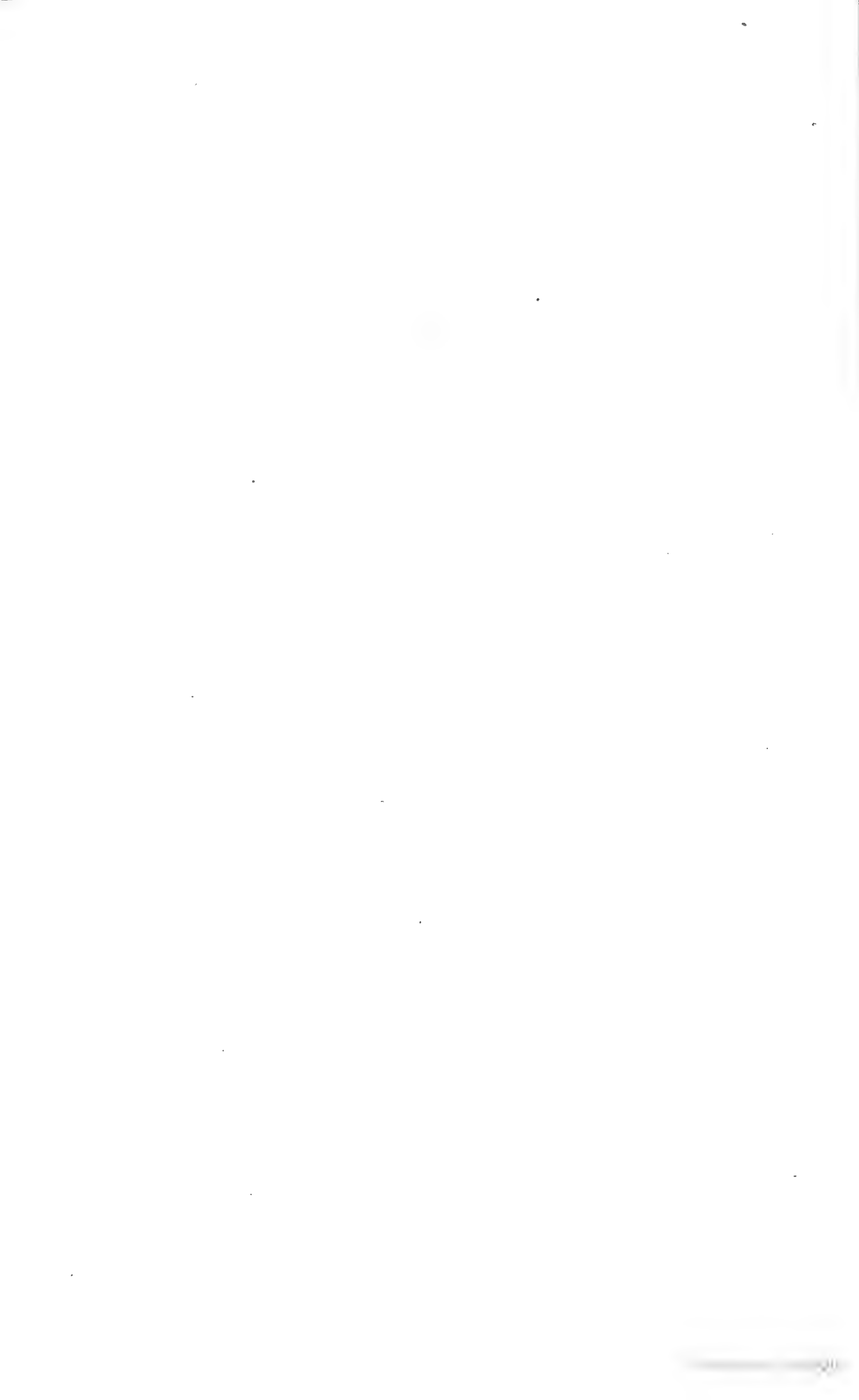
4 BARONIES OR HALF-BARONIES IN EACH COUNTY IN IRELAND, WITH GROSS VALUATION, &c.

NAMES OF COUNTIES.	NAMES OF BARONIES or HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.	NAMES OF COUNTIES.	NAMES OF BARONIES or HALF-BARONIES.	Gross Valuation of each Barony or Half-Barony, according to the General Valuation.
		£. s. d.			£. s. d.
WATERFORD -	Coshmore and Coshbride -	45,417 19 -	WEXFORD -	Ballaghkeen, North -	29,245 6 -
	Decies-within-Drum -	30,897 17 -		Ballaghkeen, South -	29,038 14 -
	Decies-without-Drum -	86,033 11 -		Bantry -	59,513 6 -
	Gaultiers -	20,013 7 -		Bargy -	27,009 2 -
	Glenahiry -	9,012 2 -		Forth -	48,291 9 -
	Kilcultheen -	3,350 1 -		Gorey -	50,011 7 -
	Middlethird -	39,292 2 -		Searawalah -	56,336 12 -
	Upperthird -	40,608 2 -		Shelburne -	33,353 8 -
City of Water- ford - - -	- - - - -	39,935 10 -	WICKLOW -	Shelmaliere, East -	13,006 17 -
	TOTAL - - £.	323,490 11 -		Shelmaliere, West -	30,036 14 -
WESTMEATH -	Brawny -	11,218 5 -		TOTAL - - £.	377,572 15 -
	Clonlunan -	23,049 18 -		Arklow -	65,307 7 -
	Corkaree -	19,408 1 -		Ballinacor, North -	17,065 - -
	Delvin -	29,507 14 -		Ballinacor, South -	20,211 16 -
	Farbill -	25,426 18 -		Lower Talbotstown -	26,211 12 -
	Fartullagh -	23,029 6 -		Newcastle -	41,411 13 -
	Fore -	32,783 19 -		Rathdrum -	33,182 10 -
	Kilkenny, West -	19,950 3 -		Shillelagh -	23,049 4 -
	Moyasheh and Magheradernan -	39,903 2 -		Upper Talbotstown -	32,540 6 -
	Moycashel -	31,707 17 -		TOTAL - - £.	261,579 8 -
	Moygoish -	27,841 13 -			
	Rathcourath -	34,845 5 -			
	TOTAL - - £.	318,732 1 -			

S U M M A R Y.

PROVINCES.	COUNTIES.	Gross Valuation.	PROVINCES.	COUNTIES.	Gross Valuation.
		£. s. d.			£. s. d.
CONNAUGHT -	Galway (including Town of Galway).	477,649 18 -	MUNSTER -	Clare -	316,906 12 -
	Leitrim -	137,307 - -		Cork -	1,059,429 5 -
	Mayo -	313,553 2 -		City of Cork -	132,496 14 11
	Roscommon -	297,804 - -		Kerry -	280,424 8 -
	Sligo -	211,845 - -		Limerick (including City of Limerick).	631,003 10 -
	TOTAL - - £.	1,438,169 - -		Tipperary (North Riding) -	281,470 15 -
LEINSTER -	Carlow -	165,671 1 -		Tipperary (South Riding) -	401,601 - -
	Dublin -	608,756 5 -		Waterford -	323,490 11 -
	City of Dublin -	609,237 10 -		TOTAL - - £.	3,320,882 15 11
	Kildare -	342,522 19 -	ULSTER -	Antrim (including Town of Carrickfergus).	901,130 7 -
	Kilkenny (including City of Kilkenny).	363,485 14 -		Armagh -	403,180 - -
	King's -	245,445 7 -		Cavan -	273,211 7 -
	Longford -	154,520 10 -		Donegal -	235,618 - -
	Louth -	208,208 18 -		Down -	757,495 - -
	Town of Drogheda -	20,340 5 -		Fermanagh -	227,567 - -
	Meath -	549,061 3 -		Londonderry -	352,279 - -
	Queen's -	201,244 10 -		Monaghan -	284,390 16 -
	Westmeath -	318,732 1 -		Tyrone -	425,617 - -
	Wexford -	377,572 15 -		TOTAL - - £.	3,900,388 10 -
	Wicklow -	201,579 8 -			
	TOTAL - - £.	4,486,379 4 -			

GROSS TOTAL of the Valuation of Ireland - - - - - £. 13,151,800. 9. 11.



BARONIES (IRELAND).

RETURN of the Names of the BARONIES or
HALF-BARONIES in each of the COUNTIES in
Ireland, with the GROSS VALUATION of each,
according to the GENERAL VALUATOR.

(*Mr. Butt.*)

*Ordered, by The House of Commons, to be Printed,
30 July 1862.*

CHARITABLE DONATIONS AND BEQUESTS (IRELAND) BILL.

RETURN to an Address of the Honourable The House of Commons,
dated 19 May 1862;—for,

“COPY of, or EXTRACTS from, all OFFICIAL CORRESPONDENCE between the Chief Secretary for *Ireland*, or the Secretary of State for the Home Department and the Board of Charitable Donations and Bequests for *Ireland*; also, of all RESOLUTIONS or MINUTES of that Board, relating respectively to the CHARITABLE DONATIONS AND BEQUESTS (IRELAND) BILL.”

No. 1.

(9473).

COPY LETTER from Sir *Robert Peel* to the Master of the Rolls.

Sir,

Dublin Castle, 17 December 1861.

WITH reference to the irregularity consequent upon the present constitution of the Board of Charitable Donations and Bequests, and the arrears of business which accumulate from the difficulty of obtaining a quorum of five Commissioners, in compliance with the provisions of the Statute (7 and 8 Victoria), the Irish Government are desirous of ascertaining your views as to the necessity of taking action during the ensuing Parliamentary Session, with the view of obviating some of the inconveniences complained of.

It appears that of forty-three meetings summoned during the course of thirteen months, ending July 11, 1861, nineteen of these meetings were rendered abortive in consequence of five Commissioners not having been present.

Some of the Commissioners hardly ever attend; and, although, no doubt, satisfactory reasons could be given accounting for their absence, yet at the same time their non-attendance, and the irregularity in the attendance of the Commissioners, materially impairs the operation of the Act.

Of the forty-three meetings above referred to, it appears that the Primate never attended on any one occasion. Doctor Henry, whose duties as President of the Queen's College, Belfast, necessitates his residence in the north, of these forty-three meetings only attended nine. Dean Meyler only attended nine of the same number, and Mr. Hatchell only nineteen.

The Government feel it their duty to call the attention of the Board, of which you are Chairman, to this state of things, and desire that, having consulted with your colleagues, you would favour the Government with the view you entertain for the purpose of facilitating the transaction of the business of the Board, and as to the introduction of changes in the constitution of the Board, or otherwise, during the ensuing Session of Parliament.

The Right Honourable
the Master of the Rolls.

I have, &c.,
(signed) *Robert Peel*.

No. 2.

COPY BOARD'S RESOLUTIONS of 23d of January 1862.

At a Meeting of the Commissioners of Charitable Donations and Bequests,
Ireland, held on Thursday, 23 January 1862.

PRESENT:

The Right Hon. the Master of the Rolls, in the Chair.
The Right Hon. the Lord Chief Baron.
The Hon. and Very Rev. the Dean of St. Patrick's.
Henry Roe, Esq.
John Ennis, Esq., M.P.
The Right Hon. John Hatchell.
The Hon. Baron Hughes.
The Right Hon. Mr. Justice Fitzgerald.
Joseph Radcliffe, Esq., Q.C., LL.D.

THE letter addressed by Sir Robert Peel, Chief Secretary for Ireland, to the Master of the Rolls, dated 17th December 1861, having been read and considered, the following Resolutions were agreed to, and the Master of the Rolls was requested to forward a copy of same to Sir Robert Peel, as a reply to his communication:

Resolved—

I. In reference to the paragraph of Sir Robert Peel's letter, as to suggestions, as to a new constitution of the Board some of the Commissioners present desire to direct the attention of the Government to the state of the Law in Ireland, under the provisions of the 7th & 8th Vict. c. 97, and the limited powers of the Board for the protection and enforcement of charitable trusts, and to suggest for the consideration of the Government whether it would not be advisable to extend to Ireland the provisions of the English Charitable Trusts Acts, viz., the 16th & 17th Vict. c. 137, and 18th & 19th Vict. c. 134, with suitable modifications. At the same time, others of the Commissioners present are of opinion that it is not within the province of this Board to suggest any legislation on the subject. But all the Commissioners present object to any legislation that would have the effect of extending the powers or authority of this Board as at present constituted.

II. That a copy of the letter of his Grace, the Lord Primate, to the Secretaries, dated the 19th of October 1859, be transmitted to Sir Robert Peel, and his attention called to the fact, that his Grace has heretofore forborne to resign his seat at the Board at the request of the Government.

III. That the Commissioners are of opinion that the Board should be constituted of persons so circumstanced as to residence and occupation as would afford a reasonable prospect of their being able to attend the meetings of the Board.

No. 3.

COPY LETTER of Lord Primate to the Secretaries above referred to.

Gentlemen,

Armagh, 19 October 1859.

I BEG to acknowledge the receipt of your letter, with a notice of the Board Meeting to be held on the 20th instant. I beg to say that, having long since found it impossible to undertake the labour of a journey to Dublin once a week for the purpose of attending the meetings of the Commissioners of Charitable Bequests, I expressed to the Government my readiness to resign my seat at the Board.

The Lord Lieutenant for the time being requested me to allow my name to remain on the list of the Commissioners, and I consented that it should, on the condition that I was not to be expected to take part in the transaction of business.

I am

CHARITABLE DONATIONS AND BEQUESTS (IRELAND) BILL. 3

I am desirous that the other members of the Board should be aware that this arrangement was made with me, and that it is in compliance with the wishes of the Government that I have not resigned, although unable to be present at any of the meetings.

In regard to the subject referred to in your letter, it appears to me to be one upon which the legal members of the Board are best qualified to give an opinion. I cannot myself offer any advice in reference to it.

Messrs. Hercules MacDonnell
and William Gernon.

I remain, &c.,
(signed) *John G. Armagh.*

No. 4.

COPY LETTER from Sir *R. Peel* to the Commissioners of Charitable Donations and Bequests, *Ireland*.

Gentlemen,

Irish Office, London, 22 March 1862.

I HAVE the honour to transmit to you the enclosed copy of a Bill, introduced in the House of Commons by Mr. Hassard, to amend the Law relating to Charitable Donations and Bequests in Ireland, and I request that you will favour me with your opinion thereon, with all convenient dispatch.

The Commissioners of
Charitable Donations and Bequests.

I have, &c.
(signed) *Robert Peel.*

No. 5.

COPY BOARD'S MINUTE of 10 April 1862.

At a Meeting of the Board of Charitable Donations and Bequests for Ireland, held on 10 April 1862.

PRESENT :

The Right Honourable the Master of the Rolls, Chairman.
The Right Honourable the Lord Chief Baron.
Henry Roe, Esq.
The Right Honourable John Hatchell.
The Right Honourable Judge Fitzgerald.
Dr. Radcliffe, LL.D.
The Rev. Dr. Kirkpatrick.

THE Commissioners having read a letter of the Right Honourable Sir Robert Peel, Bart., laid before them, bearing date 22d March 1862, but which was not received at the Office of the Board until the 25th March 1862; and which letter none of the Commissioners were informed of by the secretaries before this meeting, except the Right Honourable Judge Fitzgerald; and the Commissioners having taken the said letter into consideration, as also, the Bill therein referred to (which has been read a first time in the House of Commons), entitled, "A Bill to amend the Law relating to Charitable Donations and Bequests in Ireland;" the Commissioners do adjourn the consideration of the said letter, and of the said Bill, until Tuesday next, the 15th April; and do direct that a special summons be sent to all the Commissioners of Charitable Donations and Bequests, stating in the summons that the meeting is held for the consideration of the said letter of Sir Robert Peel, Bart.

4 CHARITABLE DONATIONS AND BEQUESTS (IRELAND) BILL.

No. 6.

COPY of BOARD'S RESOLUTIONS of 15 April 1862.

At a Meeting of the Commissioners of Charitable Donations and Bequests in Ireland, held on Tuesday, 15 April 1862.

PRESENT :

The Right Honourable the Master of the Rolls, Chairman.
The Right Honourable the Lord Chief Baron.
Henry Roe, Esq.
The Right Honourable John Hatchell.
The Honourable Baron Hughes.
The Right Honourable Judge Fitzgerald.
Dr. Radcliffe, LL.D.
The Rev. Dr. Kirkpatrick.

AND the letter of the Right Honourable Sir Robert Peel, Bart., dated the 22d March 1862, and the Bill therein referred to, entitled, "A Bill to amend the Law relating to Charitable Donations and Bequests in Ireland," having been further considered, and the letter of the Honourable Baron Hughes to the Right Honourable Sir George Grey, Bart.; and Sir George Grey's answer thereto, having been read,

Resolved—

I. That the Commissioners do not approve of the said Bill, but consider it unnecessary to state their objections in detail, as they would not undertake the performance of the additional duties, or subject themselves to the responsibilities, sought to be imposed upon them by the said Bill.

II. That the Commissioners are of opinion that it would not be possible for the Board, as at present constituted, to discharge the duties sought to be imposed upon it by the said Bill, and the Commissioners appointed under the Sign Manual, would feel it to be their duty to resign in the event of the proposed Bill being passed.

III. That the Commissioners are of opinion that any measure to amend or alter the Act of the 7th and 8th of the Queen, c. 97, should be brought forward by the Government on its own responsibility.

IV. That the Commissioners present would deeply regret being obliged to adopt any course, which could embarrass the Lord Lieutenant, as the head of the Irish Government, who is entitled to the greatest respect and consideration, from the uniform courtesy and kindness which characterise his communications with the public departments in this country; but the Commissioners consider that his Excellency would have reason to complain if he was not made aware of the consequence, which must necessarily follow if the Bill should pass.

V. The Commissioners present request that the Chairman of the Board shall enclose to his Excellency the Lord Lieutenant, Sir George Grey, Bart., Secretary of State for the Home Department, and the Right Honourable Sir Robert Peel, copies of the resolutions of this Board, at the meetings held on the 23d January, 10th April 1862, and of this day.

No. 7.

Sir,

Whitehall, 23 April 1862.

I AM directed by Secretary Sir G. Grey, to acknowledge the receipt of copies of resolutions passed at meetings of the Commissioners of Charitable Donations and Bequests in Ireland, on the 23d January, and 10th and 15th April 1862, on the subject of the Bill to amend the Law relating to Charitable Donations and Bequests in Ireland.

The Chairman of the Commissioners of
Charitable Donations and Bequests
in Ireland, Dublin.

I am, &c.,
(signed) H. Waddington.

CHARITABLE DONATIONS AND REQUESTS
(IRELAND) BILL.

COPIES OF EXTRACTS FROM ORIGINAL CORRESPONDENCE between the Chief Secretary for Ireland, or the Secretary of State for the Home Department, and the Board of Charitable Donations and Requests for Ireland; also, of all Resolutions or Minutes of that Board relating respectively to the CHARITABLE DONATIONS AND REQUESTS (IRELAND) BILL.

(*Mr. Scully.*)

*Ordered, by The House of Commons, to be Printed,
28 May 1863.*

COUNTY TREASURERS (IRELAND).

AN ACCOUNT, in CHARGE and DISCHARGE, of FEES received by the REGISTRAR OF TREASURERS' ACCOUNTS and RECEIVER of FEE FUND, for the Year ended 25th March 1862, pursuant to the Act 1 Vict. c. 54.

223.

C H A R G E.				D I S C H A R G E.			
Balance on last Account to 25th March 1861				The Paymaster General, pursuant to the Act 6th and 7th Vict. c. 78, s. 3 -			
Fees on the Accounts of the Finance Committee of the County of Dublin, for the year ended Easter Term 1860 -				SALARIES and OFFICE EXPENSES.			
Fees on County Treasurers' Accounts after Spring Assizes 1860, received since close of last Account, viz. :				Registrar and Clerks -			
				Office Messenger -			
				House Expenses (County Treasurer's Department) -			
				Postage -			
				Carriage of Parcels -			
				Incidental Expenses -			
Carried forward - - £.				Total Payments - - - £.			
Fees on County Treasurers' Accounts after Summer Assizes 1860, and Spring Assizes 1861 :				Balance in Bank of Ireland, 25th March 1862 -			
				" in Registrar's hands -			
				1,297 11 9			
				2,776 10 1			
				£.			
				1,478 18 4			
				500 - -			
				873 14 2			
				60 - -			
				23 8 5			
				6 3 10			
				11 3 9			
				5 8 2			
				1,297 11 9			
				2,776 10 1			
				£.			

C H A R G E.				D I S C H A R G E.			
Balance on last Account to 25th March 1861				The Paymaster General, pursuant to the Act 6th and 7th Vict. c. 78, s. 3 -			
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Fees on County Treasurers' Accounts after Summer Assizes 1860, and Spring Assizes 1861 :				Balance in Bank of Ireland, 25th March 1862 -			
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				1,297 11 9			
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				500 - -			
				873 14 2			
				60 - -			
				23 8 5			
				6 3 10			
				11 3 9			
				5 8 2			
				1,297 11 9			
				2,776 10 1			
				£.			

COUNTY TREASURERS (IRELAND).

AN ACCOUNT, in CHARGE and DISCHARGE,
of FEES received by the REGISTRAR of TREASURERS' ACCOUNTS and RECEIVER of FEE
FUND, for the Year ended 26th March 1862,
pursuant to the Act of 1 Vict. c. 64, s. 19.

Ordered, by The House of Commons, to be Printed,
9 May 1862.

FISHERIES (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 26 June 1862;—for,

COPY "of the REPORTS and MINUTES of EVIDENCE taken by the ASSISTANT
COMMISSIONER of FISHERIES (IRELAND) in the Month of November 1861, at
Athlone, Ballymahon, and Limerick."

Office of Public Works, }
Dublin, 19 July 1862. }

By Order,

E. HORNSBY, Secretary.

LIMERICK DISTRICT—CLOSE SEASON.

Sir,

Office of Public Works,
Dublin, 30 December 1861.

ON the 8th, 9th, 12th, and 13th of November I held public meetings at Ballymahon, Athlone, Killaloe, and Limerick, to inquire into the propriety of a change of season for that part of the Limerick district comprising the River Shannon and its tributaries.

I subjoin, for the Board's information, the notes of evidence taken at those meetings.

The application from the Conservators was to close all tideway fishing on 12th July, and commence on 1st February, instead of, as at present, 12th August and 12th February.

The netting in the fresh waters to cease on the 12th July, but not to commence till 12th February, instead of as at present, 12th August and 12th February.

Angling to cease on 1st September, instead of as at present, on 15th September.

With respect to the latter there was a general concurrence of opinion, that angling season should continue as at present, from 12th February to 15th September.

With respect to the question of netting, I would particularly call the attention of the Board to Mr. Alton's and Mr. John Enright's evidence. The general feeling in the whole district is that the Shannon is overfished.

Mr. Alton swears, "he has no hesitation in saying the Shannon has not the stock of breeding fish it ought to have; from the great expenditure in protection it ought to produce a great deal more fish, and the open season is quite too long for every kind of engine, in both tidal and upper waters; the river ought to have ten times as much fish. If he were a weir owner he would stop on the 1st July, and he considers it would do the greatest service to the weir owners themselves; he has not the slightest hesitation in saying if the weir owners stopped, even before July, they would be doing a great deal better for themselves. However, he thinks it would be a great hardship to stop the long-net men at the same time with the weirs; he would give the long-net men three weeks longer than the weirs; he considers the long-net men will gain immeasurably by giving up on the 1st August, and the weirs on 12th July."

Mr. John Enright, who is a practical fisherman at Castleconnell for 25 years, gave similar testimony as to the insufficiency of the stock of fish in the upper waters, and that the river was overfished.

A proposition was made by Mr. Joynt, at Limerick, on behalf of the weir owners, to consent to stop fishing on the 12th July, and not to commence till

12th February, and by Mr. O'Donnell, on behalf of the net men, to stop fishing on the 1st August.

However, it was proved by Mr. Alton that the great run of fish was over on the 12th July; and by a stake weir owner, Mr. M'Auliffe, that they often begin to strip their weirs before then.

I went to Glin and examined the books of the two fish factors there, through whose hands nearly all the salmon caught in the Lower Shannon passes, and I do not think that they make much sacrifice by the offer they make to stop on the 12th July; and taking into consideration the benefits they will eventually derive by the netting, in both tidal and upper waters, being considerably shortened, and also the great Lax Weir, which must come under the same regulations with the other fixed engines, I am inclined to agree with Mr. Alton in thinking they would act wisely to give up fishing voluntarily on the 1st of July in each year. At any rate, if this were a mistake, it would be, as he states, "a fault in the right direction;" and the Board will bear in mind that Mr. Alton is the warm advocate and champion of fixed engines.

By the books of one factor it appeared he only received, between the 12th July and 12th August, 1,223 salmon and grilse, or peal, and by the other only 1,183 fish between the same dates; while from the 1st to 12th July one factor alone received 1,409 fish. Indeed, they all admit the fishing is virtually over, except in a few places, by the 12th July; and when it is remembered there are now over 100 fixed engines fishing in the estuary of the Shannon, I do not think this offer is at all so liberal as it would at first sight appear, or such as to meet the absolute requirements of the Shannon and its tributaries, to make it as productive as it might become. Besides which, early closing of all engines will assuredly have the effect of bringing up an early stock of spring fish, and the tideway engines must be the first to benefit by this increase of an article much enhanced at that time of year in money value.

With respect to the netting, I agree with Mr. Alton that they should be allowed 14 days to three weeks longer than the fixed engines, but certainly not to fish longer than the 1st August, the time agreed on by themselves to stop. However, I am of opinion, that in this case also they do not look to the great benefits they must eventually derive by all the tidal engines being closed so early as even the 12th July, and that the loss of their few days' fishing will be more than counterbalanced by the advantages they will derive in a very short time by this early closing of all engines. Indeed, I am firmly convinced it would eventually materially benefit themselves to stop on the 12th July.

I am, on the most careful consideration of the whole case of the Shannon, of opinion that all fixed engines should cease fishing on the 1st July, or at furthest some day between that and 12th; and netting in tidal and upper waters should cease on 12th July, or at furthest some day between that and 1st August; and angling to continue as at present, and all fishing to commence on 12th February.

If the 1st July be decided on for close season for fixed engines, I would recommend the 12th July for moveable nets.

If 6th July for fixed engines, I would say netting to go on to 20th July.

If 12th July for fixed engines, netting to go on to 1st August.

The seasons now proposed are only for the Shannon and its tributaries, save the rivers Feale, Geale, and Cashen, which are to remain as at present fixed by the Board, being late rivers.

All of which I beg to submit for the Board's consideration and approval.

I am, &c.
(signed) *Thos. F. Brady.*

E. Hornsby, Esq.,
&c. &c.

LIMERICK DISTRICT.—SHANNON FISHERY INQUIRY.

CLOSE SEASON.

Ballymahon, 8 November 1861.

Thomas Maxwell, sworn.—Examined as to Eel Fishing Season. (See his evidence in that Report).—Knows nothing about the salmon and trout fisheries. Has seen the Lough Ree net men take 160 dozen of bream in one haul; they are worth about 2s. to 3s. a dozen wholesale; that was about four years ago. Some seasons are bad, and some good. The last one was bad.

William Dawson, Esq., sworn.—Heard the application made by the Conservators read. With regard to stopping angling on the 1st September, August and September are as good months as any in the year. The latter end of September the fish are beginning to get heavy. He would rather have to 1st October for angling than stopping on the 15th September. Has caught fish full of pea in June and July, and has also caught fish full in the latter end of September. He often got a salmon in the Inny in July, and pea in it. The latter end of September the pea is much more developed; the fish are nearer to breeding. Does not think it would be any injury to the river by fishing all September. The quality of the fish for the last 14 or 15 days is certainly not so good; the colour is turning brown. He would rather have the present season to 15th September, but decidedly objects to close on 1st September. He would not take out a license if fishing were stopped on 1st September. Thinks the netting should not be stopped in these waters on 12th July. August is the best month for trout. He never saw a salmon taken in Lough Ree in August with a net, or on the strands where they fish. Saw them killed on the Inny in July, but there is not much fishing there in August; there are too many weeds. He would give the poor fishermen in Lough Ree the month of August even if they got a salmon. August is the great month for bream and perch, and it would be a great thing for the poor. If the tideway men give up a month's netting, it ought to be given up here. There is not much netting in this division in the fresh waters except for perch and bream. The loss of this would be very great to the poor men. It would ruin the perch, pike or bream fishers of Lough Ree to take the last month from them; but if the taking of salmon could be stopped for that month in the fresh waters, it would be better for the whole district. He has known 5*l.* to 7*l.* worth of bream to be taken by a net in one night.

Captain *Shuldham* would leave the close season for angling as it is. Agrees with Mr. Dawson's evidence.

If the Commissioners have the power to make a bye-law to permit bream and pike fishing during August, it would be best to stop salmon netting on 12th July.

Athlone, 9 November 1861.

Fergus Naughten, sworn.—Lives at Coursin. Is a fisherman on Lough Ree; fishes with a pole net; he drafts it on shore. They pay only pole-net license for it. The principal fish is perch and bream. Kills some trout and pike; perhaps 12 to 18 trout in a fortnight. They get trout mostly in February and March, and up to 1st April; they are in proper condition then. Gets no trout hardly in the latter end of July nor in August unless the flood is very high. He did not get a great deal of trout this year. There is not a sign of a trout in July or August when they fish for perch. The people go to deep draws for trout in August and July. The perch fishing is more profitable in July and August than to go to where the trout are. The trout do not frequent the same place in July and August as in February and March. He did not kill a salmon these three years, or any of his neighbours. There are very few salmon ever taken in this part of the Lough. There was only one killed at Inchmore, and one or two about the mouth of the Inny this year. There are no salmon killed the latter part of the year in this part of Lough Ree. To comply with the application to stop netting early, would injure every fisherman from this to Lanesboro'. The perch fishing is in July and August. If they get a good warm day he would get 10s. a day for one net, and perhaps more. Would be very glad that tidal netting should be stopped on 12th July, and the fish might get plentier. He would not like to kill trout late in the season by angling. Trout are in good season on 1st September, but not so good up to 15th. He does not want to net up to 15th September, but would like to net up to 1st September. The mesh is five to seven inches in his draft net; the length of net about 56 yards. Fishing is not his exclusive employment.

To Mr. *Hogan*.—He would be against stopping netting on 12th July. Thinks it would be fair to give the tideway men from 1st February; thinks so, because he never gets fish then, and cannot get them.

John M'Donnell.—Heard all the evidence given by Naughten, and agrees with it all. It is so long ago since he got a salmon, he does not recollect it. Did not get one last year. About seven or eight years ago he got a couple one day. He does not get much trout the latter end of July; the weight of fishing is perch and bream; it is sometimes then valuable. He gets pallen sometimes; got seven dozen one day, and sold them about 6*d.* to 1*s.* a dozen. Thinks he got 200 dozen of perch one day. They are worth about 1*s.* 6*d.* per score of dozen.

dozen. At that time every one has them, and there is a great glut; the bream are dearer. He got 87 dozen of bream in one day; that was at Mr. Hud-on's, county Roscommon side, about three miles up. He had to sell them at 2s. a dozen; there was a great glut; that was the latter end of August. It is the hot part of the year they get these fish, and it would injure them very much to stop on 12th July.

William Hogan.—Lives at Athlone. Is in the habit of fishing, both nets and rods, for 20 years, above Athlone. Altogether, in Lough Ree and River Inny. He does not consider it would be advisable to open the tideway earlier than at present, the 12th February. as the present difference of 10 days is but reasonable allowance for the upper waters, where the salmon are bred, and so few are taken. He decidedly objects to giving the tideway people these 10 days, which is the only chance for the upper waters. When fishing in the Inny, it was in the beginning of February he got fresh run fish, which he would not get, if the tideway fishing were allowed. Does not think the month they would give up would be at all equivalent to the 10 or 12 days in February. Would leave the tideway opening as it is. Where there are so many engines in the tideway, scarcely a fish will be let up. Is decidedly of opinion, that as regards the tideway closing, the fishing ought to be curtailed, even if February were not given to them, which should not be done. He carried on netting for salmon to 12th August, at the mouth of the Inny, but never killed a red fish. Scarcely ever got any but spring fish; February and March are the two best months. There used to be a good peal fishing from 15th June to 12th August. There is not 150 salmon killed in every way in the whole of Lough Ree, or above it, in any year; he is positive of that; out of 30 or 40 nets, not three, probably, will take a salmon. The reason he objects to curtailing the netting in the upper waters is, that other fishing, such as perch or bream, would be prohibited; and secondly, out of the 150 salmon, two-thirds would be taken in the latter month, and all in good condition. There is very good trout fishing in month of August, which should not be stopped. He fished this year with a cross line, and out of 50 trout taken not one was bad; all in good condition. Limiting angling to 1st September, would not be approved of; the 15th September is a fair season for angling, and 12 h August for netting, even supposing the tideway was stopped on 12th July. He would not extend the season in any way.

William Duffy.—Lives by farming, but is a fisherman with net and rod; takes a turn at everything. Thinks if netting were stopped on the 12th July, the men would not be able to pay licen-e. Very little trout to be got till August, and in August the quantity taken is sufficient to pay their license. He did not see salmon taken in these waters for five years. Very few salmon are ever taken in Lough Ree by all the men; not 20 salmon for three miles, where he fishes, by the whole of the net men, nor 10 salmon. If a law could be made to stop salmon fishing on 12th July, it would do no harm, as they do not get them; but it would do harm to stop the trout fishing. From 1st August to 1st October is the principal trout fishing; he would not ask to net so long; thinks the 1st September a proper season for netting. Would leave angling to go on to 15th September; some of the trout taken are very heavy. He killed one trout 21lbs. weight, with a bait, and another 16lbs., either four or five years ago. In the net he gets trout from 1lb. up to 10lbs.; he would give up the month for salmon fishing if the tideway gave it up, but not trout fishing.

Killaloe, 12 November 1861.

W. H. Mayne, Esq., hands in return of salmon taken in season of 1861, between Peir Head, Killaloe, and Cussane :—

	Salmon.		Peal.	
	Rod.	Net.	Rod.	Net.
February - - - - -	2	-	-	-
March - - - - -	2	-	-	-
April - - - - -	4	14	-	-
May - - - - -	1	23	1	7
June - - - - -	-	4	19	91
July - - - - -	-	1	5	27
August 12th - - - - -	-	-	3	-
TOTAL - - -	9	42	28	125

Mr. J. G. Purdon thinks the season should be shortened; but not opened before 12th February.

Mr. Lysaght, on behalf of the society (Shannon Fishery Protection), objects to any change of season in angling.

J. G. Purden, Esq., sworn.—Is acquainted with the Shannon for many years; about 35 years' angling. There were not many slob weirs then. When angling in former days, he thought nothing of 16 or 17 peal in a day, and three or four spring fish. On the 27th February in one year he killed two salmon, and lost two or three more, on the Castleconnell waters. Heard of a large quantity being then taken; often eight of a day to one rod then. To a rod now there would not be more than three or four in March. Peal fishing was then a great deal better; treble what it is. He gave up his fishing one day to a Mr. Bayly, about 22 years ago, and he killed 18 peal and three salmon. He killed himself 16 peal, and lost about 30 that year. Attributes the falling off to the slob weirs, and lowering the Shannon; the fish shot ahead. If the slob weirs were removed fishing would be increased, and would come back to what it was originally. Shortening the season in the tideway would materially benefit the upper waters. He would take off all February from the slob weirs; the skulls of fish are broken by them. Would take off also from 12th July also. Shortening the season at both ends would materially benefit the upper waters. Thinks the slob weirs themselves would be benefited materially eventually by shortening the season at both ends. Does not think rods do any injury. He would not consent to shortening the season for rods. If netting stopped in the tideway in July, it ought to be stopped in the fresh waters. He might give the netting a little longer for the perch and bream, about the 1st August. Considers the Shannon overfished at present. Sir Hugh Massy's waters were injured by the Shannon works; traces the injury from about that time. The slob weirs injured it more.

Mr. Lysaght proposes the open season for all nets in tideway from 12th February to 1st July. Consents to netting in fresh waters to 1st August, in consequence of the perch and bream fishing in Lough Ree being valuable to the poor men. The rod fishing to remain as at present.

Mr. Mayne approves of this proposition.

Thomas Enright, sworn.—Fishes with nets in the upper waters at Castleconnell, and is also an angler. Under the circumstance of closing the tideway earlier, he would close the upper waters on 1st August. Approves of the season proposed by Mr. Lysaght. Last year he only killed one peal with his snap net. It came to 7½d. to each man, and he fished regularly during the peal season, during the months of June, July, and August; all the peal fishing by nets was bad. The best day's fishing this year, by rods, was four peal. It hardly repaid his license duty.

To Mr. Alton.—In July the water was high at Castleconnell, but low in June. It may be too high for snap nets. The water was not too high in June. Remembers the water the year before was higher in June. He does not think he killed 50 peal last year; scarcely 30 peal. He did not fish any in spring this year; not till 8th May. Killed a few salmon in May. It was a fair season as far as May went; good, with his nets. Is fishing 25 years. The fishing was then ten times as good as now. He used to kill eight salmon often of a night with his net. With his rod, he killed 18 peal and three salmon of a day about 18 years ago. The slob weirs were not then up so much as now. Attributes the falling off to these weirs. The fishing is getting worse every day in the inland waters, and knows that well.

To Mr. Alton.—As an angling river the works injured some parts, but not others, in consequence of the sudden rise and fall of the waters. The greatest injury is caused by the slob weirs. There is less fish in the upper waters now than formerly. He does not think a sufficient quantity of fish gets up for breeding. The earlier the fish are let up the better for breeding, and the stake weirs themselves would be benefited by closing February altogether. Angling ought to be kept open for all September. Thinks the 16th September a fair season for angling.

John Carroll, sworn.—Is Captain Vansittart's fisherman and water bailiff under the Conservators, and acquainted with the Shannon about 30 years. Every year the angling and netting is getting worse and worse in the upper waters. Last year there was very bad fishing at Castleconnell.

To Mr. Alton.—The year before was pretty good; has killed 12 peal in one day. Last year the water was not too high for peal fishing. It was low in June, not too low; often saw good fishing in lower water. The weather broke in July, but the water was not too high for Captain Vansittart's water. He could see the fish if there, but he did not see them. It was a bad spring fishing. There is very little salmon there for breeding this year. Approves of the season proposed, but would stop all fishing in the tideway during February. Never heard of a fish taken in February being called a lodged fish; often killed good spring salmon in February, and has done so in December. Does not think rods would do any injury if allowed to fish all the year round.

Maurice Johnston.—Heard the evidence given, and agrees with the season proposed by Mr. Lysaght.

Limerick, 13 November 1861.

Alderman *Joynt*, on behalf of the lower proprietors and slob weir owners, consents to close fishing on 12th July, and begin as at present. Angling to continue as at present.

Mr. *O'Donnell*, Solicitor.—Represents the long and short net men and the Lax weir. He assents to opening on 1st February, and close 1st August, and would advise the Lax weir also. Angling to cease on 15th September; netting in upper waters, 12th February to 1st August.

Captain *Vansittart* proposes the weirs should stop on 1st July.

Mr. *Lysaght*, on behalf of the Shannon Fishery Protection Society, proposes the season for tideway 12th February to 1st July; for fresh-water netting to 1st August, and angling as at present.

Alderman *Joynt* repeats that he is anxious to make concessions to benefit the river generally; and as he heard the 1st to 12th February was not of much value, he would therefore give up that part of the application, and propose to close all the weirs on 12th July.

John B. Alton, sworn.—Is Secretary to the Board of Conservators. He cannot give evidence in support of the resolution of the Board of Conservators. Thinks it advisable for all fixed engines to close on 12th July, and no injury to open on 1st February; at the same time it would get rid of a difficulty to open on the 12th February, as at present. He has no hesitation in saying, the Shannon has not the stock of breeding fish it ought to have. From the great expenditure in protection, it ought to produce a great deal more fish, and the open season is quite too long; altogether too long for every kind of fishing engine, both in tidal and upper waters. With regard to moveable nets, the resolution of the Conservators is to cease fishing on 12th July, and commence on 12th February; he thinks the moveable nets entitled to fish up to 1st August, and to commence on 12th February. Fixed nets are fishing constantly day and night, but moveable nets are not; and, therefore, ought to have a longer season. There ought to be a difference in season for all engines; angling should cease on 1st September; fair anglers will not go further. With regard to fresh waters, he would commence on 12th February and end 1st August; any damage done by angling to 15th September is nothing; he considers the river overfished. Long net fishing is very precarious; it is not an effective mode of fishing; every engine fishes too long; he means stake weirs, Lax weir, and nets. Does not think the overfishing is caused by the weirs in particular. There would not be so much fish in the river if the stake weirs were removed, everything being considered to be in the same state as formerly before the weirs. Conceives they owe a great deal of the prosperity of the district to the stake weirs; the damage done by them has been counterbalanced by the revenue supplied from them. There would be less fish in the river at present if matters were as previously to the 11th & 12th Vict. Heard Mr. Purdon say the river was ruined by the Board of Works. He agrees with Mr. Purdon, there is not sufficient stock of breeding fish up; he does not, however, consider the stock of fish in the upper waters has been reduced, but, on the contrary, he is persuaded there is more now than 10 or 12 years ago. He does not agree with Captain Vansittart's fisherman that some fishings were not injured by the Shannon works. His official knowledge of the upper waters extends to 10 or 11 years. When a boy, he remembers the water between this and Castleconnell was not worth anything; now it is worth a great deal. This difference is from the number of fish in the upper waters.

To Mr. *Lysaght*.—Speaks of the upper waters from the admission made to him by gentlemen and others who informed them of it. Heard Mr. Purdon's evidence of the falling off of the fishing, but he attributed it to the works of the Shannon by the Board; he did not hear him attribute it to the stake weirs; if he said so, he would give his evidence to the contrary. He has no practical experience of these waters himself, but made it his business to inquire.

To Mr. *O'Donnell*.—With regard to the service to the river by the stake weirs, it is from the revenue derived from them. If the stake weirs were removed, and the revenue received from any other source, there would be more fish, and in the upper waters; that applies also to every other engine. The revenue derived is about 500*l.* a year; the cost of watching them is about 60*l.* or 70*l.* On the Lower Shannon there are four bailiffs and a hooker. The wages of the men are 15*s.* a week for two men at Glin, and 9*s.* for two at Clonderlaw. The cost of the hooker is not 100*l.* a year, unless the head bailiff's wages are counted. There are in the hooker one pilot at 12*s.*, two men at 10*s.*, and one boy at 6*s.*, and Mr. Leslie 30*s.* a week; he is placed there from 1st March to 12th August; his duty is exclusively there. If the difference between the revenue derived from them and the cost of attending and watching them were made up from extra licenses, it would be better for the river. Looking to the value of the fish taken, stake weirs have done a great service; the river would be glutted with fish if the stake weirs were removed, and the revenue obtained from some other source; he thinks the fish taken by rods would be valueless to the country. Knows a great number of families are living by netting; over 200 families. Knows Mr. Reeves; he cannot tell how many stake weirs he has; he may have five; does not know how many Colonel White has. Never heard a bailiff admitting he got 25*l.* to allow a weir to fish during the weekly close season; he heard one bailiff charge it, and another deny it. Has no doubt a weir owner would give 20*l.* to be allowed to fish during weekly close season, therefore it is perfectly obvious, unless they caught fish in enormous quantities, it would not pay them. He did not convict more than four this year; he conceives the fixed

net fishing of the Shannon is most valuable to the public, and yields a large revenue to the country. Swears in his opinion there is a great increase of fish in the district; the fishing above the weirs is considerably increased. The Lax weir is worth 10,000 £. after the stake weirs have been 14 years in operation; he believes the take in the Lax weir to be as good as ever it was. Does not think the increase in value of the fish accounts for the increase in value of the fishery. He said the quantity of fish in the river is greater than it was, but still there is not enough of breeding fish; the river is steadily progressing, but still there is not enough of fish; it ought to have 10 times as much; it is wonderfully prosperous at present; he speaks generally of the quantity of fish in the whole district. The sole object in shortening the season is to increase the quantity of fish in the district; the district is progressing, and has improved. Believes the fishing in the upper waters is falling off of late years, but the quantity of fish has not; at ributes this, in the first place, to the navigation works, which ruined the river as an angling river compared with what it was long ago; to that chiefly he attributes the bad fishing. Then, within the last few years, there has been an extraordinary change in the seasons; knows it as a fact, that John Enright had as good net fishing in May this year as ever. He was informed by another man, John O'Brien, that he never had finer fishing than the spring fishing this year. Believes the reason the fish are not taken now as formerly is owing to the disturbed state of the weather. May, this year, was settled. The reason the peal fishing was bad this year was, the river was too high.

To Mr. *Enright*.—He saw the river in June and July, but did not wet a line himself; the water was too low in April for angling. From the time the rains set in in July, the river was too high for snap-net fishing, and the weather too broken. He does not think the people ought to expect peal in June.

To *Tom Clancy*.—Saw the Lax weir fishing, and Stafford O'Brien's also; the Lax weir takes 20 times as much as O'Brien's. Was at Clonderlaw last year, and saw the nets fishing, and never saw more than two fish taken; four years ago, he does not remember what he saw; he never said he saw 120 fish taken in one weir in June. Fishing on the River Mayne is greatly increased within a few years, and that is above the weirs, save Stafford's.

To Captain *Vansittart*.—Fish do not pass over Sir David Roche's weir, except in high floods. If he were a weir owner, he would stop on the 1st July; and he considers it would do the greatest service to the weir owners themselves.

John Enright, sworn.—Killed a few good salmon last May; something beyond what was usual; recollects fishing 25 years. The May fishing this year was not equal to what it was on many occasions; taking the whole year, it was not better than for years past; nothing equal to it. This year was not an average for seven years. He commenced to fish about first week in May; he had a difference with his men, and determined not to fish more with nets. The run of salmon was getting over, and the first night he went out they were lodged in the lough, where he draws, and got about six salmon; they were spring fish. If he were fishing in March and April, he would not get these fish. Fished there for seven years.

To Mr. *Lysaght*.—He killed one peal this year, and fished with four men, but not every night. The water was pretty fair, but a portion of the season it did not suit his part. About the 20th June is the blood-heat of peal, and the water was low; it rose some time in July. The water was very favourable for fishing in May and June; fair water for a long time. He did not go out every night, but fished regularly. Is an old angler; remembers 15 years ago; it was a better time then. He does not know whether the Shannon Works injured the fishing or not. Knew of 14 peal to be killed in one day formerly, and had three salmon together in one cot. Ten years ago the fishing was better than now. Considers in his portion of the river fishing is getting worse; a greater scarcity of fish; some years pretty favourable. Two or three years ago he had a good spring fishing, but it was not greater than 15 years ago, or nothing like it. Knows the Leap at Lord Massy's; at certain seasons there you can see the fish; can see them on different fishing holes; they could not be there without his knowing it. Any man fishing there could see the fish if they were in it; they will not see them in high water, but will see them in June or July when the water is low. Knows Carroll, Captain Vansittart's fisherman, goes out at four o'clock in the morning, and stops fishing till 11 at night, and between these hours he should see them, if there. Believed Carroll's evidence yesterday.

To Mr. *Alton*.—Is a water bailiff. The general character of his reports was an increase in weight of fish; that is, the fish were getting heavier. He might have said Castleconnell was crawling with fish; perhaps that was in harvest time; two or three years ago there was good fishing in Castleconnell. He never said that a gentleman had killed 100 fish with his single rod. One gentleman killed 100 salmon and peal in six weeks when he lodged in his house; thinks it was previous to Captain Vansittart getting these waters; it was about five or six years ago; it was the latter end of salmon season and beginning of peal, between May and June. He never said such was done within two years. At certain times has said Castleconnell waters were crawling with fish, but the water was too low and weather too bright for good fishing. Last season, he believes, a good quantity of salmon congregated about Castleconnell. When the water falls low, the fish congregate in holes there. He did often report it was crawling with fish. He might have come in to Mr. Alton,

and told him it was, as it might be the case then. Told him this year, since the gap was opened in the Lax weir and water rose, that they had a great quantity of fish up. Has never reported the water being slack of fish; admits the general character of his reports was favourable; these were true. Told Mr. Alton that, were it not for the good protection there would not be a salmon in the river. Has said it would be untrue for any person to say the district was not improving. Stated so from his own knowledge, but it was from all the quantity of fish, he heard, going off by rail. There are a good many fish now at Castleconnell. Admits he had good fishing in May; one salmon was as good as two; he killed one 38 lbs. weight. John O'Brien said he had a good May fishing. The first few months were dry, and water very low. The rains began sometime in July. He did not expect to get much fish in the early part, as the gap in the weir was bad; after the gap was opened, the fish got up. He always considered when the water was low, the gap in the weir was the cause of the fish not being up. From what he hears, the gap was less effective last year. They had no fish till the water rose, and the new gap was opened. From whatever cause, they had no peal at Castleconnell, but he thinks the bad gap was the cause principally. Thinks a great deal of the scarcity of fish was attributable to the low water and insufficiency of gap in weir. The fish had the opportunity of getting up for 36 hours weekly, if the boxes were open, and but for the 36 hours they would not have a skin of a fish. If there was a sufficient quantity of fish below the weir, they would come up to the waters, if they went through the weirs. The first part of the week at Castleconnell is the best, and he attributes that to the weekly close season.

To Mr. *Lysaght*.—His reports to Mr. Alton had no reference to his knowledge of the river for many years; he does not angle now; much must depend on reports made to him by others.

To Mr. *Alton*.—For the last couple of years the quantity of fish in the upper waters is less. Reported to him there were great quantities of breeding fish at Castleconnell; only for the protection, there would be none at all in the upper waters; he did report to him the district was progressing. The effect of the Shannon works destroyed a great many fishing holes and courses; they did not injure Captain Vansittart's waters more than other places; the water rises and falls quickly, but that did not affect the quantity of fish.

John B. Alton.—Re-examined. Has not the slightest hesitation in saying, if the weir owners stopped, even before July, they would be doing a great deal better for themselves. Thinks it would be a great hardship to stop the long-net men at the same time; the length of time it would take for a shoal of fish to come up to them, would be from 14 days to three weeks, and therefore would give the long-net men three weeks longer than the weirs. If the weirs stopped the 1st July, he would give them to the 1st August; but he would not consider the 1st July for fixed engines, and 1st August for nets, a fair season; it would be going too far; unnecessary short season; however, it would be a fault on the right side; it would be unfair to do so; if there were no weekly close season, he would recommend it. Considers the long-net men will gain immeasurably more by giving up 12 days in August, and the weirs giving up in July. Believes the great run of peal is over on the 12th July; there is a good run some years up to the 20th July; the first run is over about the 25th June; they then look out for the second run in July; all the valuable fishing is over with the weirs before the 12th July; their harvest is over; about the 20th July to the 25th, the more independent of them begin to strip their weirs, rather than pay men's wages; but others fish up to the last day.

Thinks it fair to put the Lax weir on the same footing with all the rest of the fixed engines; it does more injury than any other weir extending across the river, and the others only to low water. When fish reach up as far as the Lax weir, they ought to be looked on as breeding fish; when they come to the junction between the salt and fresh waters, they hang in the tideway, and the Lax weir does great injury then by fishing late; it is not giving an advantage to the weirs below over the Lax weir. Justice is not done to the upper waters by the present close season; if he were a weir owner, he would voluntarily give up on the first July.

To Captain *Vansittart*.—Supposing the fixed nets stopped, then there would be about 60 long nets, and nine short nets working; three working men to each long net, and four to snap-nets. Thinks sufficient quantity of fish would escape the long nets. He never saw 120 fish taken with one net, but heard of it. That may be done at the Island Point, but the bye-law meets that.

Simon M'Auliffe.—Is the owner of several stake-weirs and bag-nets in the Shannon; 19 at least. Gets the first run of peal about the 28th May; that falls off about the middle of June. The second run comes on the 1st July, and falls off the 20th July. It continues a good run up to 12th July; often caught as much salmon between the 12th and 20th July as in June. Between 12th and 20th July the fishing is not so heavy as before the 1st July: some seasons it may be very good; after the 20th July he often gets a good deal of fish. Out of the bag-nets and fly-nets gets what will pay them after the 20th July and up to 12th August will get what will pay by bag-nets and fly-nets. The bag-net is more profitable than the fly-net, and the fly more than the stake-net: the fly does not extend beyond low water; the stake-weirs collect the dirt. They would pay after the 12th July, but they take up the stake-weirs, thinking they would get the fish in the fly-net or bag-net. The taking

taking up of the weirs depends on the running of the fish; thinks they are giving up a good deal by stopping on the 12th July. In some parts the great run of fish is over on the 12th July; he does not remember the quantity got this year after the 12th July. Does not think it would repay the owners of weirs to stop on the 1st July; the season would be too short. Is under the impression that stopping on the 1st August would allow a sufficient quantity of fish to pass up to do service to all parties. He can supply a return of fish got from 12th July to 1st August if necessary. Thinks to stop on the 1st July would have the effect of stopping many weirs on the Lower Shannon. Has some fishings himself, and if compelled to stop on the 1st July he would surrender them; has three particularly of this description; does not think spring fishing would improve so much by stopping on the 1st July.

To Mr. O'Donnell.—He has 12 weirs; it takes only eight or ten men to work the 12 nets. There are two or three of them put out of one, another running out into the channel. Three of them would run out very far. The length of the leader of a bag-net is about 35 fathoms. The leaders of three would be about 105 fathoms running out from the shore.

(signed) T. F. Brady.

FISHERIES (IRELAND).

COPY of the REPORTS and MINUTES of EVIDENCE
taken by the ASSISTANT COMMISSIONER of
FISHERIES (IRELAND) in the Month of No-
vember 1861, at *Athlone, Ballymahon, and*
Limerick.

(*Colonel White.*)

Ordered, by The House of Commons, to be Printed,
25 July 1862.

FISHERIES (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 19 May 1862 ;—for,

COPY “of any REPORTS made by the COMMISSIONERS of FISHERIES in *Ireland*, or their Officers, with respect to OBSTRUCTIONS in the RIVERS BRIDE and BLACKWATER, and of CORRESPONDENCE between the Commissioners and the Admiralty and other Persons on the Subject.”

COPIES of REPORTS made by the COMMISSIONERS of FISHERIES in *Ireland*, or their Officers, with respect to OBSTRUCTIONS in the RIVERS BRIDE and BLACKWATER, and of CORRESPONDENCE between the Commissioners and the Admiralty, and other Persons, on the subject.

Sir,

Admiralty, Harbour Department,
15, Duke-street, Westminster, 14 May 1851.

THIS department having been informed that the Commissioners of Irish Fisheries had caused a public inquiry to be instituted with reference to the weirs of the River Blackwater, in the county of Waterford, and elicited all the facts relating to this subject, I will thank you to be so good as to move the Board to furnish this Department with the following information on this head, viz. :

1st. The time when each of the weirs was constructed, and whether on the sites of ancient weirs or not.

2d. The names of the persons who are the owners of them, and of the parties in whose possession they now are.

3d. Whether, in the opinion of the Commissioners, they are useful or detrimental to the salmon fisheries.

I have, &c.
(signed) Chas. A. R. Bethune.

Sir,

Office Public Works, 23 May 1851.

IN reply to your letter of the 14th instant, I am to state that a public inquiry with reference to the fishery of the Blackwater, held under the Board, was for the purpose mainly of determining the question of close time, and was held on the 28th and 29th November 1844, at Cappoquin, the evidence taken is detailed in the Appendix, pages 60 to 71, of the Fourth Annual Report of the Commissioners of Public Works, *in re* Fisheries of Ireland, 1846, laid before both Houses of Parliament; and another inquiry as to sprat weirs, in the same place, was held on the 8th November 1845, and reported in pages 189 to 192 of the same Appendix.

The weirs presumed to be referred to by you are particularly enumerated in the evidence of Mr. John Hodnett, page 67 of the Appendix referred to, and in the evidence detailed in pages 189 to 192; but the Board have no satisfactory evidence of the time when such stake weirs were erected, nor whether they are constructed on the site of ancient weirs or not. The names of the persons who are stated by the witness to be owners of the weirs in 1844 and 1845 are detailed in the evidence referred to.

In reply to the 3d query in your letter, as to the Commissioners' opinion whether the stake weirs are useful or detrimental to the salmon fisheries, the Board beg to observe that the subject is one involving a great many considerations, open to very wide differences in opinion, and very much disputed.

Any engines which are useful and necessary for the due capture of salmon in the best condition, when used in strict conformity with the provisions of the Fishery Acts passed in and since 1842, become injurious when the provisions of these Acts are neglected. The proper use of the stake weirs is a question more of the participation of the right of fishing between the public and individuals than an abstract question of benefit or injury to the salmon fisheries; and the contest generally about the use of any fishing engines, especially in estuaries and rivers, arises from the conflict of individual interests; whilst the more effective the engine is for the purpose, the more it is opposed.

Where the rights of fishing in a narrow estuary or tidal river are common to the public, the establishment of fixed engines, such as stake weirs, by individuals, frequently encroach upon the common right, and unduly monopolize the take of fish. In the Blackwater, from Lismore to Youghal, a conflict of legal rights has long existed, the whole being, as the Board have been informed, claimed as an exclusive right, by the Duke of Devonshire, who asserted it successfully in one case, in a trial at law; whilst, in fact, for very many years, possession adverse to his Grace's claim has been maintained, in some cases by individual proprietors, and in others by the public, on a presumption of common law right, by the use of draught and other moveable nets.

Under these circumstances, the Harbour Department of the Board of Admiralty will perceive that in the case of the Blackwater, the question as regards stake weirs is in a great measure one of legal title.

This Board concur in the policy of the 22d section of the Fishery Act, 5 & 6 Vict. c. 106, which prohibits the use of such stake weirs or fixed engines in estuaries less than three-quarters of a mile broad at low water of spring tides; and the 26th section, which provides that such stake weirs shall not extend beyond low water of spring tides.

To the prohibition of the 22d section there is, however, an exception in the 23d section in favour of stake weirs erected in such estuaries, where they have been established for more than 20 years previous to the passing of the Act 5 & 6 Vict. c. 106. There are also exceptional provisions in the 21st, 22d, and 25th sections of the Act.

The Commissioners believe, from all the information they have obtained, that out of the whole of the stake or Scotch weirs (not being what are called head weirs) in the estuary of the Blackwater, there are only a few, if any, which, upon investigation, would be found to be legally entitled to the protection of the 23d section; and that even some of these should be controlled by the provision of the 27th section, as regards their extension beyond low water; whilst the remainder should, in accordance with the provision of the 22d section, be removed as illegal.

Captain Bethune,
Admiralty, London.

I am, &c.
(signed) *W. Mooney,*
pro Secretary.

Sir,

Admiralty, Harbour Department,
15, Duke-street, Westminster, 17 June 1851.

I HAVE to acknowledge the receipt of your letter of the 23d May last, on the subject of the weirs in the river Blackwater.

And with reference to that paragraph of your letter, wherein you state that "the Commissioners believe from all the information they have obtained, that out of the whole of the stake or Scotch weirs (not what are called head weirs or sprat weirs) in the estuary of the Blackwater, there are only a few, if any, which upon investigation would be found to be legally entitled to the protection of the 23d sect., and that even some of these should be controlled by the provisions of the 27th section, as regards their exclusion beyond low water, whilst the remainder should in accordance with the provisions of the 22d section be removed as illegal." I will thank you to acquaint this Department, whether it is the intention of the Commissioners of Irish Fisheries to move in the matter, with

with a view to the partial or entire removal of the weirs referred to, as the case may be.

To the Secretary to
the Commissioners of Irish
Fisheries, Dublin.

I am, &c.
(signed) *Chas. A. R. Bethune.*

Sir,

21 June 1851.

IN reply to your letter of the 17th instant, referring to one from this Board, dated the 23d May last, on the subject of the weirs in the River Blackwater, and requesting to be informed if the Commissioners intended to move in the matter with a view to the partial or entire removal of the weirs referred to, I am directed to inform you that under the provisions of the Fishery Acts, the Commissioners are empowered to act, that is, to hold an inquiry, and adjudicate upon the evidence, upon being duly moved thereto by the formal complaints of any persons as prescribed by the Act. It is not, therefore, open to the Commissioners to initiate proceedings, but they are quite prepared to put the law in force when duly moved thereto.

Captain Bethune, Admiralty.
Harbour Department,
15, Duke-street, Westminster.

(signed) *E. Hornsby, Secretary.*

Sir,

Admiralty, Harbour Department,
15, Duke-street, Westminster, 2 July 1851.

WITH reference to your letter of the 21st June last, on the subject of the weirs in the Blackwater River, wherein you state that under the provisions of the Fishery Acts, the Commissioners are empowered to hold an inquiry, and adjudicate upon the evidence upon being duly moved thereto by the formal complaint of any persons, that it is therefore not open to the Commissioners to initiate proceedings, but they are quite prepared to put the law in force when duly moved thereto, and with reference to your previous communication on this subject of the 23d May last, wherein it is observed that few, if any, of the Scotch weirs would be legally entitled to the protection of the 23d section of the Act, &c., whilst the remainder should in accordance with the provisions of the 22d section be removed as illegal:

I have to request that you will acquaint this Department, whether, if the Admiralty move the Commissioners for Irish Fisheries to interfere in this matter, they would cause the removal or diminution of the illegal weirs as prescribed in the Acts referred to.

E. Hornsby, Esq.,
Office of Public Works, Dublin.

I am, &c.
(signed) *Chas. A. R. Bethune.*

Sir,

Office Public Works, 10 July 1851.

I AM directed by the Commissioners acting in execution of the Acts, to regulate the Irish Fisheries, to acknowledge the receipt of your letter of the 2d instant, on the subject of the weirs at present existing in the River Blackwater, and requesting to be informed whether if the Admiralty moved the Commissioners for Irish Fisheries to interfere in the matter, they would cause the removal of the illegal weirs as prescribed in the Fishery Acts.

And in reply, I am directed to state that the Commissioners would certainly act upon the complaint of the Admiralty in the matter; but they beg to remind the Harbour Department of the Admiralty, that as the Lords of the Admiralty have themselves a jurisdiction in regard to such weirs when they are deemed injurious to navigation, and that as regards injury to the fisheries, it was evidently intended by the 3d section of the 8 & 9 Vict. c. 108, and other Acts relating to this subject, that the complaint should originate with some persons locally interested in the fisheries, competent of their own knowledge to name

and describe the parties offending, so that they might be duly summoned, and describing the peculiar circumstances of each weir, together with other details probably unknown to their Lordships or the officers of this Department, yet which should be distinctly proved by or on behalf of the complainants, it is under all these circumstances probable that the Admiralty would prefer that the complaint should be made in the ordinary way by local parties.

If, however, their Lordships should make a complaint supported as above described, the Commissioners will lose no time in giving it their earnest attention.

Captain Bethune,
Harbour Department, Admiralty,
15, Duke-street, Westminster.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Gentlemen,

London, 30 August 1852.

HAVING seen the return to the House of Lords in the case of the obstruction to the navigation of the Blackwater by weirs, and seeing that a complaint is necessary to be lodged (by Mr. Hornsby's letter), I complain to you as I have done to the Admiralty, and require that these obstructions to the navigation be removed. I complain of all the weirs specified in Captain Frazer's report, as obstructive to the navigation.

The return gives Captain Frazer's report, and the correspondence of the Admiralty with your Board, which I have forwarded to the Admiralty, &c. &c.

It is manifest that this flagrant case cannot be allowed to rest, and the public bandied about between the two Boards, and nothing done.

I remain, &c.
The Commissioners of the Board of Works, (signed) *Glengall*.
&c. &c. &c.

My Lord,

Office of Public Works, 11 November 1852.

REFERRING to your Lordship's complaint of the weirs in the River Blackwater being obstructions to navigation, and requesting that they might be removed, I have the honour to state for your Lordship's information, that the law requires specific information from a complainant, as to the names of persons and places, &c. referred to in Captain Frazer's report, and where the Commissioners receive this formal complaint, they are quite ready to consider the cases where encroachments are made on the Fisheries, pursuant to the terms of the Fishery Acts.

But, although certain persons connected with the navigation are given to this Board, they consider the Lords of the Admiralty the more proper guardians of the navigation.

I am, &c.
(signed) *E. Hornsby*, Secretary.
The Right Honourable the Earl of Glengall,
&c. &c. &c.
34, Lower Grosvenor-street, London.

Sir,

Roseville Tallow, 29 March 1860.

I BEG to acknowledge receipt of your letter (No. 4420), dated the 27th instant, and in reply thereto, to inform the Commissioners that I will bring the matter referred to, together with your letter, before the Board of Conservators at their next meeting.

It would be desirable if I could lay before the Board the report from Mr. Barry, as also Captain Frazer's report mentioned in your letter, and for that purpose, perhaps the Commissioners will be good enough to furnish me with copies of the reports.

I remain, &c.
E. Hornsby, Esq. (signed) *W. H. Parker*.

Sir,
 Roseville Tallow, 18 April 1860.
 REFERRING to your letter of 27th March (No. 4420), I beg to send a copy of a Resolution passed by the Board of Conservators of this district.

E. Hornsby, Esq.,
 Secretary Board of Works, Dublin.

I remain, &c.
 (signed) *W. H. Parker.*

RESOLUTION.

THAT in reply to the communication of the Commissioners of 27th March 1860, we call upon them to examine into the alleged illegal state of the Weirs which they refer to, and to proceed accordingly, the Conservators of the Blackwater will be happy to co-operate in any manner in their power in carrying out the law.

Passed unanimously.

(signed) *Stuart De Decies,*
 Chairman.

16 April 1860.

YOUGHAL UNION.

RETURN of the Weirs on the *Blackwater* in above Union.

—	Name or Situation of Property.	Description of Property Rated.	Value.	Name of Occupiers.	Name of Landlord.	Observations.
BALLYHEENEY DIVISION :			£. s. d.			
29	Ardsallagh Townland	Salmon fishery	15 - - 4	Mrs. Mary Anne Ronayne.	} Lord Stuart De Decies	The eastern part or bank of the Blackwater of Youghal Union, extends near to Dro-mana.
30	Ditto - - -	- same - - -	7 10 - 3	James Ronayne -		
31	Pillpark - - -	- same - - -	10 - - 3	} Richard Power -		
	Ditto - - -	Sprat fishery -	10 - - 3			
	Stranacooile -	Scotch weir (at present not used).	- - -	- same.	Trustees of Mrs. Osborne.	
32	Ticknock - - -	Salmon fishery	20 - - 4	Francis Kennedy and James Haynes.	} Lord Stuart De Decies.	
33	Tinnabina - - -	- same - - -	5 - - 3	} Henry Thos. Dennehy		
	Ditto - - -	Sprat fishery -	13 - - 4			
34	D'Loughtane -	Salmon fishery	5 - - 3	Samuel Allin - -	In fee.	
CLASHMORE DIVISION :						
35	Ballynaclash Town-land.	Salmon fishery	6 - - 3	Mrs. Mary Anne Ronayne.	} The Earl of Huntingdon.	
36	Ditto - - -	- same - - -	10 - - 3	Patrick Doolan -		
37	Coolbagh - - -	- same - - -	7 10 - 3	George Crotty -	Lord Stuart De Decies.	
TEMPLE MICHAEL DIVISION :						
38	Ballinatray Demesne Townland.	Salmon fishery	24 - - 4	} Hon. C. W. Moore Smyth.	In fee.	
	Ditto - - -	Sprat fishery -	5 - - 3			
	Ditto - - -	Sprat fishery (not used).	- - -			
39	Rincrow - - -	Salmon fishery	18 - - 4	Michael G. Adams -	Hon. C. W. Moore Smyth.	
	Stael - - -	Salmon fishery (not used).	- - -	Michael M'Sweeney.		
	Temple Michael -	Sprat fishery (not used).	- - -	William Murphy -	} Major Thomas Armstrong.	
	Ditto - - -	- same - - -	- - -	John W. Brassier -		
40	Ditto - - -	Salmon fishery	10 - - 4	- same - - -		
			51			

29 June 1860.

P. Kennedy, Clerk of Union.

(11,405.)

Sir,
 Rathcally, Fermoy, 13 July 1860.
 ACCORDING to promise, I enclose Returns of the Salmon Weirs on the Blackwater, with the names of owners and townlands in which situated; all being included in the Lismore and Youghal Poor Law Unions. One of the weirs in the townland of Newport, Lismore Union, returned in book "as
 281. owner

owner not known." I am making inquiries respecting it, and shall forward the result as soon as received by me.

I am, &c.
(signed) A. H. Lucas.

To J. Redmond Barry, Esq., Custom House,
Dublin.

LISMORE UNION.

LIST of Fishery Weirs in *Lismore* Union.

Townlands in which situate.	Tenant.	Owner.	Value.	—
RIVER BRIDE:			£. s. d.	
Camphire - -	M. Whelan - -	Duke of Devonshire -	2 - -	Not used.
Ditto - -	L. Walsh - -	- - ditto - -	- - -	
O'Kyle - -	John Keffe - -	William Figg - -	2 - -	
Killanthony - -	R. P. Maxwell - -	Duke of Devonshire -	2 - -	
Sapparton, North - -	- ditto - -	- - ditto - -	2 - -	
Snugborough - -	P. Walsh - -	Catherine Smith - -	2 - -	
Bridane, Lower - -	John Connell - -	Duke of Devonshire -	2 - -	
Kilnacarra - -	Thomas Hannigan - -	- - ditto - -	2 - -	
Ditto - -	Thomas Dooley - -	- - ditto - -	2 - -	
RIVER BLACKWATER:				
Killahally, East - -	John Rice - -	John Keily, sen. - -	8 - -	Said to belong to Mrs. Mahony, of Templehally Tal-low. A. H. Lucas.
Norrisland - -	Richard Walsh - -	Sir R. Musgrave, bt. - -	5 - -	
Tourin Demesne - -	R. Musgrave - -	- - ditto - -	8 - -	
Ballyin, Lower - -	Foley & Cliffe - -	Duke of Devonshire -	400 - -	
Ballyphilip, East - -	Jeremiah Leahy - -	Not known - -	3 - -	
Ditto - -	P. K. Leahy - -	- - - -	3 - -	
Carnglass - -	P. K. Walsh - -	Michael White - -	5 10 -	
Newport, East - -	P. K. Mansfield - -	Not known - -	8 - -	
Ditto - -	Matt. Hurley - -	John Keily, jun. - -	3 - -	
Ditto - -	P. K. Sliney - -	- ditto - -	3 - -	
Scart - -	John Neill - -	Rev. Geo. Gambleton - -	3 - -	
Ditto - -	William Hennessy - -	- - ditto - -	3 - -	
Strancally - -	P. K. Doyle - -	John Keily, jun. - -	3 - -	
Ditto - -	John Doyle - -	- ditto - -	3 - -	

28 June 1860.

(signed) J. O. Hennessy,
Clerk Lismore Union.

Sheriff's Royal Hotel, Fermoy, 13 August 1860.

WE, the undersigned conservators of the Upper Blackwater, beg to call the attention of the Commissioners of Fisheries to the resolution passed at a full meeting of the conservators of River Blackwater, Lismore district, on the 16th April 1860, and trust that the Commissioners will carry out the object of the resolution as soon as possible.

We have to represent that nearly all the conservators of the tidal portion of this river are owners of stake weirs, and therefore interested in their maintenance. We, therefore, have the best reason to apprehend that it will be extremely difficult, if not impossible, to again obtain the co-operation of parties whose interests are so involved.

(signed) Arthur H. Lucas.
A. A. Mansergh.
Mathew T. Hendley.
Henry B. Foott.
H. D. Spratt.
Edward Foott.

Sir,

25 August 1860.

IN reply to the letter signed by you and several conservators of the Upper Blackwater, Lismore district, on the subject of the Blackwater estuary weirs, I am directed to state that the Commissioners have determined on a minute inspection of all the weirs, and only wait for favourable weather to have it done.

Major Lucas, Fermoy.

(signed) *W. Mooney,*
pro Secretary.

EXTRACT from the Report of the Inspecting Commissioners for 1860.

Fixed Engines.

THE Board have received several complaints from persons interested in the fisheries of the Suir, Nore, and Barrow, the Bride and Blackwater and the Maine Rivers, of the illegal erection of fixed engines in these estuaries. In the estuaries of the Suir, Nore, and Barrow, which were once the scene of much conflict, ending in loss of life, a number of new weirs have been erected, on or near to the sites of stake weirs originally prostrated by the process of law; other weirs, originally erected and licensed only for the capture of sprats have been converted into salmon head-weirs, and many other irregularities, which it is conceived are illegal, and to which the most serious attention has been given. The Board has caused an inspection of all the weirs in these estuaries to be made, and they are now in possession of sufficient information to lay a case before the Law Officers of the Crown for advice. The Board of Conservators of the district have cordially co-operated with the Board to have the question of the legality or illegality of these erections finally settled, and have agreed to take the opinion of eminent counsel on the subject; and it is hoped that before the end of the present season, matters will be amicably adjusted, and all illegal erections removed.

The Bride and Blackwater rivers continue to be literally studded with weirs, most of which, it is believed, are illegal, and could not be maintained at law, and are obstructions of the most serious nature to the navigation of these rivers. The Board have had an inspection of these weirs made by one of the Inspecting Commissioners, and also by their harbour engineer; and the latter reports, with respect to the Blackwater, that he apprehends the effect of such projections as he describes in his report "is injurious to navigation, as tending to produce unequal and irregular velocity in the currents, by which shoals and banks are formed, and a perpetually shifting channel is the result." When approaching one weir the six-oared whale boat in which he was stuck fast on piles or stakes driven in deep water. "It is unnecessary," he says, "to observe upon the danger these stakes present to loaded barges, or passenger boats, and he has good reason to know that they are to be met with in front of almost every weir along the river. It would be but a repetition of the same observations to allude *seriatim* to each of these weirs; they are like the rest, all stake weirs, and it is evident that as the river becomes narrower and more unequal in depth up-stream, they become more obstructive to the passage of vessels, and also by producing irregularity in the current, more injurious to the channel, by the creation of deposits and shoals. Referring to the river generally, he says, "These erections deprive barges and vessels under sail, as well as row boats of the current when the wind is favourable and the tide adverse; they render the navigation at night dangerous, if not impossible; and the tendency of these projections must be to produce irregular velocities of the current, and to create shoals and banks in the channel."

With respect to the Bride River.—This was naturally a fine tidal river navigation, with easy curves or bends, and enlarging gradually towards the mouth, and were it not for the obstructions created by the fishing-weirs, the current would be uniform and the channel free from shoals or banks; but it has been most shamefully dealt with. The statements in the memorial to the Lords of the Admiralty are entirely sustained by the facts. At little more than five miles from the mouth are the remains of a head weir, consisting now of only

the stakes, which protrude over the bottom in irregular heights, and extend more than half way across the river. Between this point and the junction with the Blackwater there are four dilapidated weirs in a similar condition, one at the mouth of the river, forming at low water a *cheveaux-de-frise* from bank to bank, and eleven head weirs in working order; the head or apex of these weirs is set in nearly the centre of the river, one wing extending obliquely up stream and home to the bank, the other wing within a few feet of the opposite bank, thus obstructing the whole breadth of the river, with the exception of a few feet, the passage left in some places being so narrow that great difficulty was experienced in getting a whale boat through, after taking the ground several times; in fact, it is at nearly high-water alone that the barges employed on this river can pass these weirs.

"In conclusion, whatever difference of opinion there may be as to the extent of the obstructions and injurious effects occasioned by the weirs to the navigation of the Blackwater, that with respect to the Bride there can be no question. It is a case in which the Lords Commissioners of the Admiralty are justified in exercising the very salutary powers vested in them, as the great conservators of the tidal navigations of these kingdoms."

A copy of this report has been forwarded to the Lords of the Admiralty, in the hope that their Lordships, who are more particularly the guardians of navigation, will exercise the powers given to them, and cause the removal of these weirs, which are looked upon as detrimental to the Salmon Fisheries of the rivers, as they are obstructions to navigation. The Board are, however, only authorized to interfere in the removal of illegal weirs, upon complaint being made to them in writing by some party, setting forth the circumstances under which any weir is erected, contrary to the provisions of the law; and as this specific complaint has not been received by the Commissioners, they are unable up to the present to act in the matter, so far as the fisheries are concerned.

Sir,

Sheriff's Hotel, Fermoy, 17 January 1861.

WE, the undersigned conservators of the Upper Blackwater, beg to call the attention of the Fishery Commissioners to the resolution passed at a general meeting of the conservators of the river, held at Lismore, on the 16th April 1860, and to the Commissioners' letter of the 25th August 1860 (No. 13,378).

And with reference thereto, request to be informed whether the Commissioners have as yet made the inspection called for, and if so, what decision they have come to respecting these estuary weirs.

(signed)

Arthur H. Lucas, Chairman.

Mathew T. Hendley.

A. A. Mansergh.

Edward Foott.

H. D. Spratt.

Henry B. Foott.

The Secretary, Fishery Board.

BLACKWATER WEIRS.

THE 21st section of 5 & 6 Vict. c. 106, authorises the Commissioners to abate weirs which are erected, in their judgment, so as to be injurious or detrimental to navigation; but the provision in the latter part of the section declares that nothing shall be construed to affect or abridge the powers of the Admiralty in relation to the placing or erection of such weirs.

The Commissioners have heretofore declined acting with regard to the question of navigation, considering that this was rather an office for the Admiralty; and in 1851 the Board had a lengthened correspondence with the Admiralty on the subject of these weirs. This correspondence took place after Captain Frazer had surveyed the river for the Admiralty.

On

On the 23d May 1851, the Admiralty were informed, in reply to their letter to the Commissioners, that the Board believed that out of the whole of the stake weirs in the Blackwater, few, if any, would be found, upon investigation, to be legally entitled to the protection of the 23d section of that Act, as having been established for 20 years previous to 1842.

On 21st June 1851, they were informed, in reply to a further letter, that the Commissioners had power to act upon a formal complaint being made to them under the Fishery Acts, and that they were quite prepared to put the law in force when duly moved thereto.

On the 2d July 1851, the Admiralty asked if the Commissioners would act, and cause the removal or diminution of these illegal weirs, if the Admiralty moved them thereto; and they were informed the Commissioners would certainly act if their Lordships moved them to interfere in the matter; but they begged to remind the Admiralty that they had jurisdiction in regard to weirs deemed injurious to navigation; and that, as regards injury to the Fisheries, it was probable the Admiralty would prefer the complaint to be made to the Commissioners by some person locally interested in the matter.

The matter rested thus, until August 1852, when Lord Glengall "complained of all the weirs mentioned in Captain Frazer's report as obstructions to navigation, &c.," and in reply, he was informed the Board required some specific information from a complainant as to the names of persons and places, &c.; and when that information was received, the Board were quite ready to consider the cases where the encroachments were made on the fisheries, pursuant to the Fishery Acts; but that, although certain powers connected with the navigation were given to the Board, they considered the Lords of the Admiralty the proper guardians of the navigation.

Nothing done till 1860.

In March 1860, Mr. Barry reported that the illegal weirs in the estuary were still in existence, and the conservators were informed that if they would take the matter up, the Board would co-operate with them in endeavouring to enforce a strict observance of the law.

In reply to this, the conservators passed a resolution stating they would gladly co-operate with the Commissioners in any manner in their power to carry out the law, and requested an examination into the alleged illegal state of the weirs.

A further application on the subject was made by the upper water conservators on the 13th August last, and they were informed that the Commissioners had determined on having a minute inspection of all the weirs made, and only waited for favourable weather to have it done.—See their further letter, dated 17th January 1861.

On the question of fisheries, the Commissioners are authorised by the 14th section of the 13 & 14 Vict. c. 88, upon complaint being exhibited to them in writing, setting forth the circumstances under which any weir is illegal, to summon before them the parties complained against, and hear and decide the case; and against their decision there is an appeal to the judge of assize. This complaint has not yet been exhibited as directed by the section. Should the conservators be informed that the details of each case are necessary before the Commissioners can issue their summons against the owners of the weirs? or should the conservators be informed that they should appeal first to the ordinary tribunals of the country?

25 January 1861.

(signed) *F. F. Brady.*

DISTRICT OF LISMORE.—BLACKWATER WEIRS.

On the 9th September last, I made a short report after my first inspection of the weirs in the River Blackwater, between Youghal and Cappoquin; since then I have made a closer examination of that locality, as well as of its tributary, the Bride, from its junction with the Blackwater to Bride Bridge, with a view to ascertaining the general circumstances and ownership in each case.

Proceeding down stream from Cappoquin, on the right or western side, are the following weirs:

Western Side.

No. 1.—A small head weir on the lands of Toureen, the estate of Sir Richard Musgrave, Bart., in the occupation of R. Walsh & Duggan; from this weir there is a long projecting wing.

No. 2.—A small head weir on the same estate, said to be in the occupation of Sir Richard Musgrave, Bart., having also a long wing.

No. 3.—A small head weir on the lands of Killechaly (East), said to be occupied by Mr. Rice.

Those three head weirs are marked upon the Ordnance Map.

No. 4.—A head weir on the lands of Camphire, the estate of Mr. Usher, and said to be in the occupation of Maurice Power; there is no vestige of this weir upon the Ordnance map; it is very near to the Camphire and Villerstown Ferry.

No. 5.—A stake weir on the lands of Scart, said to be in the occupation of the Widow Leahy. This weir appears upon the Ordnance Map less than a furlong below Cooneen Ferry.

No. 6.—A stake weir on the same lands of Scart, said to be in the occupation of Neal & Hennessy; of this weir there appears no trace upon the Ordnance Map.

No. 7.—A stake weir on the lands of Newport (East), in the occupation of Patrick Walsh; this weir appears upon the Ordnance Map.

No. 8.—A stake weir on the same lands, in the occupation of Patrick Doyle.

No. 9.—A stake weir on the same lands, in the occupation of Patrick Mansfield.

No. 10.—A stake weir on the same lands, in the occupation of Hurley & Slyney.

It appears that of the four weirs marked 7, 8, 9 and 10, as on the lands of Newport (East), two only are recognized upon the Ordnance Map.

No. 11.—A stake weir upon the lands of Ballinatray, the estate of the Honourable Mr. Moore, and said to be in his occupation; it would appear by the Ordnance Map that three fish weirs were recognised upon the shores of the Ballinatray estate, of which one only appears to remain.

On the 8th November 1845, on the occasion of the inquiry held by me at Youghal into claims for license for sprat weirs under the 39th section of the 5 & 6 Vict. c. 106, the late Richard Smyth, esq., then the owner of Ballinatray, claimed license for two ebb sprat weirs, which probably were those which were not visible on my recent inspection.

No. 12.—A stake weir on the lands of Temple Michael, said to be in the occupation of Mr. Brazier. This weir is recognised upon the Ordnance Map.

No. 13.—Another stake weir on the townland of Stael, in the occupation of Mr. Sweeny; this is marked upon the Ordnance Map.

No. 14.—A stake weir on the lands of Rincrew, in the occupation of Mr. Adams; also marked upon the Ordnance Map.

East Side of River.

No. 1.—Proceeding southward upon the east side from Cappoquin, I find upon the lands of Dromana a small and apparently valueless head weir, said to be in the occupation of Garrett D'Alton, under the Lord Stewart De Decies, the proprietor of Dromana; marked on the Ordnance Map.

No. 2.—A stake weir on the lands of Dromore, the late estate of Mr. Wyse, in the occupation of Maurice Hickey.

No. 3.—

No. 3.—Another stake weir on the same lands, in the occupation of William Collins.

No. 4.—Another stake weir on the same lands, in the occupation of Edward Haly.

No. 5.—Another stake weir on the same lands, in the occupation of Michael Carthy and Richard Brown.

Of the four last-mentioned weirs adjacent to the lands of Dromore there appears to be no vestige whatsoever on the Ordnance Map.

No. 6.—A stake weir on the lands of Timnascart, in the occupation of Edward Cotter; this weir does not appear to be marked upon the Ordnance sheet. It is said to be one of the worst weirs on the river, meaning, I presume, the most destructive to fish, and obstructive of navigation in consequence of the extreme narrowness of the channel, and projecting far into deep water; it is less than half a mile south of Cooneen Ferry.

No. 7.—A stake weir on the lands of Coolbagh, in the occupation of George Crotty; not on the Ordnance sheet.

No. 8.—A stake weir on the lands of Ballinaclash, in the occupation of Mr. Ronayne; not marked upon the Ordnance sheet.

No. 9.—A stake weir on the shores of Clashmore, said to be in the occupation of the Earl of Huntingdon; not marked upon the Ordnance Map.

No. 10.—A stake weir on the lands of D'Loughtane, in the occupation; Mr. Allen; not marked upon the Ordnance Map.

No. 11.—A stake weir on the lands of Ardsallagh, the estate of Lord Stuart De Decies, and in the occupation of Mr. Ronayne.

No. 12.—Another stake weir on the same townland, and in the same occupation.

No. 13.—Another stake weir on the same townland, in the same occupation; two out of three of these weirs, on the shores of Ardsallagh, appear marked upon the Ordnance Map.

No. 14.—A stake weir on the lands of Tumabenara, in the occupation of Mr. Dennehy; this weir was recently prostrated unintentionally by the steamer "Daisy" plying between Youghal and Cappoquin, and heavy damages were claimed by the owner from the Company.

This ends the particulars of existing weirs above the wooden bridge, near Youghal; the number appear to be 14 on the west side, and 14 on the east side, making in the whole, 28 within a space of river little more than 12 miles in length, not one yard of the channel of which is of the breadth required by the 22d section of the 5 & 6 Vict. c. 106, and depending solely for their legality on the 23d section of the same Act, saving the rights of Stake Weirs erected before the passing of the 5 & 6 Vict. c. 106; say, before the year 1822.

It was quite impossible for me, from the nature of the inspection I made, to ascertain with accuracy, without a solemn inquiry and an examination of witnesses upon oath, the period of erection of those engines; but so far as the general traditionary and unsworn information which I was enabled to procure could assist me, I was induced to believe that few, if any of the existing weirs had been recently erected; the absence of several of them, to the extent of 13 in number, from the Ordnance townland maps furnishes at least negative evidence of their construction since those records were made; but there is a very close identity between the numbers which I found on my inspection, and those reported by Captain Fraser, of the "Sparrow," in his returns to the Admiralty of 17th July 1850 and 25th January 1851, wherein he states, "that there were on the left bank of the river 14, and on the right 15, besides four below the wooden bridge, near Youghal;" he further states, that, "of this number some are large, some small, some open, some close, but all more or less injurious to the river, and in my humble opinion, injurious also to the salmon fishery. First, as touching their effects to navigation, many of them extend one-third, and some nearly half way across the river, and in consequence of their obstruction to the free flow of current and consequent deposit induced by their eddies, low water has extended to their extremities; some, as

those near and above Dromana, extending obliquely across the river, have so completely intercepted all matter carried down by the freshes as to have caused the formation of sand and gravel banks, which dry at low water; some of these weirs, I am informed, are in disuse, but portions of the poles being still obstacles to barges, &c. passing up and down the river. The upper and most formidable weir, and not included in the above number, is situated above the bridge at Lismore; it is a complete stone barrier, extending across the river, having in it several sluices and traps, and cutting off all intercourse with the upper part of the river. I have already, in a former report, remarked upon the destructive effects of the style of weir in the Blackwater River, many of them being so closed up with wicker work as to make it scarce possible for even a sprat to escape. In these weirs enormous quantities of small fish are taken each successive tide, a great portion of which are doubtless of the salmon species, which I conceive must account, in some degree, for that great scarcity of salmon, so much complained of on this coast, the last few seasons.

“To sum up, therefore, these observations in a few words, my opinion is, that all permanent or standing weirs are more or less injurious to river navigation, some of course more than others, and that closed up, such as are above alluded to, tend to the serious injury of the salmon fishery, and are therefore altogether decidedly objectionable.”

I quote thus largely from the report of this intelligent and experienced officer, because while he expresses an opinion, in which I fully concur, that those erections are more or less injurious to the salmon fishery, he assigns sound and practical reasons for considering them detrimental to the navigation of this beautiful river; upon this branch of the case I should perhaps have considered myself justified in withholding any observations, if, in the course of my inspection, numerous suggestions had not been offered to me by several respectable persons, in reference to the question of navigation; and if I had not been reminded by their statements, as well as by my own recent experience, that the time had arrived when the commercial, and other facilities afforded by our Irish Rhine, would be no longer neglected, and when this interesting locality would more than participate in the growing prosperity which is rapidly spreading through the length and breadth of our island.

An enterprising gentleman extensively engaged in the shipping trade in the city of Cork, a man of large fortune and still larger mind, has been recently attracted, chiefly by the completion of the Cork and Youghal Railway, to the navigation of the Blackwater by steam, and during the whole of the season there has been a continued intercourse, sometimes two or three trips daily, as the tide suited, between Youghal and Cappoquin, touching on the shores of Waterford, and creating an increased commerce as well as passenger traffic between that county and the county of Cork.

The interruption alluded to in a former part of this Report, by Mr. Dennehy's weir on the east side of the mouth of the river, and the extravagant demand for compensation was rather disheartening to this gentleman's spirit of enterprise, and at once suggests the power which exists with the Lords Commissioners of the Admiralty to abate such nuisances, by making a clear stage for the uninterrupted navigation and improvement of the river. It is quite true, that in aid of this higher authority the Legislature has conferred on our Board similar powers, but it has not been the practice of our department to interfere in this instance with the authority so much better qualified to judge of the injury sustained by such obstructions, and having machinery and means so much more ample than our department, with its very limited staff and necessarily frugal habits.

In the case of the Blackwater the Fishery Commissioners have not neglected to call the attention of the Lords Commissioners of the Admiralty to their superior powers, and to the necessity of a movement on their part; the result of this correspondence was the intelligent reports of Commander Frazer, in 1850-51, but the subject has ever since remained in abeyance. I find, on reference to the local fishery authorities, that 24 stake weirs and three head weirs were licensed in the year 1860 by the conservators of the Lismore district: it will be seen, by comparing the names of the owners and townlands in the following list, that there is some variance from the names returned by me in the former part of this report, but the general identity is sufficiently clear to make

make it possible to reconcile the difference when it shall be determined what course is to be taken.

Having thus submitted, for the consideration of the Board, the general circumstances of this important question, it may be expected that I should offer some suggestion as to the course that should now be taken. Considering the navigation question to be of the two the more important, and that a remedy applied to the evil in that instance would summarily dispose of the fishery obstructions, I respectfully suggest a communication with the Lords Commissioners of the Admiralty, with a view to ascertain their intentions in respect to the question of navigation, tendering them the cordial co-operation of our Department, and if their Lordships should not consider it expedient to interfere, I would then propose to furnish the Board of Conservators with all the information which we have been enabled to procure, and call upon them to take steps in the first instance before the ordinary tribunals of the country, to ascertain whether any or how many of those 28 weirs, nearly all of which may be considered "*prima facie*" illegal, are entitled to exclusion from prosecution, under the 23d sec., 5 & 6 Vict. c. 106.

The Conservators of the Lismore district have fairly signified to the Commissioners their readiness to co-operate in strictly sustaining the law, and if the Admiralty shall determine not to interfere, I think a public investigation should be held in the district, under the 111th section of the 5 & 6 Vict. c. 106, when the right of each owner should be closely inquired into through the medium of those ample powers conferred upon the Commissioners in that section.

A course of this kind may prevent a great deal of litigation, and render unnecessary, when conducted by a public Department, those painful collisions which generate such bad feelings between neighbours.

RETURN of Licensed STAKE WEIRS in the *Blackwater*,* as furnished by the Inspector of the *Lismore* District.

NAME OF OWNER.	TOWNLAND.	NAME OF OWNER.	TOWNLAND.
Mr. M. A. Ronayne -	Clashmore.	Michael M'Carthy -	Dromore.
Francis Kennedy, esq. -	Ballmamultina.	Edmund Healy -	Dromore.
Henry Thomas Dennehy -	Harbor View.	William Collins -	Dromore.
Mr. M. A. Ronayne -	Clashmore.	John Neill -	Scart.
Richard Power -	Pill Park.	Thomas Cotter -	Finniscart.
Patrick Mansfield -	Old Strandcally.	M. G. Adams -	Rinorew.
Maurice Hickey -	Dromore.	Hon. C. W. Smyth -	Ballynatray.
James Ronayne -	Ard Sallagh.	Patrick Doyle -	Strancally.
John Wall -	Ard Sallagh.	Patrick King -	Newport.
Patrick M'Grath -	Temple Michael.	Patrick Dowling -	Ballinaclash.
George Crotty -	Coolbagh.	Patrick M'Carthy -	Scart.
William M'Sweeny -	Stael.	N. T. Foley -	West Loughtane.

HEAD WEIRS in *Blackwater*.

NAME OF OWNER.	TOWNLAND.
William Brown - - - - -	Tooreen.
Denis Duggan - - - - -	Norrisland.
John Rice - - - - -	Killabala.

* The particulars of the Weirs in the Blackwater on the 29th November 1844, may be found in the evidence of Mr. John Hodnett, of Muckeridge near Youghal, before Messrs. Mulvany and Barry, at Cappoquin.—See Fourth Report Commissioners, of Fisheries, Appendix, page 67.

The number stated to have then existed is 27.

J. R. B.

RIVER BRIDE.

Having concluded my inquiry into the Blackwater, I examined the whole of this interesting tributary from the junction with the Blackwater to a point about a mile above Sapperton, being a distance of about five miles; there I found either of existing head weirs or of old stakes, which I was told were occasionally renewed during the open season, and sometimes in the close season; not less than 14 miserable erections, of which, I have since learned, that 10 were openly licensed under the conservators, and the remainder occasionally made available even at improper seasons.

The impropriety as well as illegality of such structures in this narrow stream cannot be denied; and the injury to navigation was proved even to myself by the boat in which I was having struck upon a pole under the level of the water.

Most of these weirs are ebb weirs, and it is said that they are particularly destructive to the spent fish on their return from the spawning grounds.

RETURN of Licensed HEAD WEIRS in the *Bride*, as furnished by the Inspector of the *Lismore* District.

NAME OF OWNER.	TOWNLAND.
Michael Barry - - - - -	Ballinvella.
Edwin Evans - - - - -	Ballinaragha.
Michael M'Grath - - - - -	Bridane.
Thomas Hanigan - - - - -	Kilmacorriga.
John Leahy - - - - -	Monatrim.
John Connel - - - - -	Bridane.
Patrick Walsh - - - - -	Ballymuddy.
James Mangin - - - - -	Ballinvella.
Michael Whelan - - - - -	Camphire.

Those head weirs if legitimately used cannot be of much value, and it is only wonderful that the parties find it worth while to incur the expense of license; but it is asserted that after the termination of the open season, and occasionally through the winter, they are prolific sources of poaching in the destruction of the breeding fish in their progress upwards to the spawning grounds; they are so easily put in and out of fishing gear.

Their only legitimate title to continuance can be derived from the 25th section, 5 & 6 Vict., and their claims to exclusion from prosecution, independently of the navigation question, may be tested by the same means which I suggested for the Blackwater weirs, a meeting under the 111th section, 5 & 6 Vict., c. 106.

I cannot conclude this report without expressing my thanks to Mr. William H. Parker, the intelligent inspector of the Lismore district, for the kind and cordial co-operation I experienced from him during the whole inquiry.

Office of Public Works, (signed) *J. Redmond Barry.*
Department of Fisheries, 1 November 1860.

BLACKWATER WEIRS.

28 January 1861.

In reference to my report, bearing date the 1st November, but not registered till the 25th January, when it was "handed in and read at Board," I wish to account for the discrepancy which appears in those dates.

On the 8th of November, I mentioned at the Board, in reference to a short report of mine of the 11th September, that I had concluded my inspection of the Blackwater Weirs, and that, in general terms, I was disposed to think that the question rested principally with the Admiralty, with whom there should be some

some communication, inasmuch as that on the score of obstruction to the navigation there could be no question.

The Chairman answered that he would himself communicate with the Admiralty in person, and the question has never since been discussed till the 25th instant.

(signed) *J. R. Barry.*

BLACKWATER WEIRS.—28 January 1861.

MEMORANDUM for Solicitor.

Mr. Barry's report on the above weirs, herewith :

The solicitor will be good enough to give his opinion as to the course that should be taken to prosecute the parties whose weirs are clearly illegal under the Fishery Act, supposing the owners have not such a title by prescription as will exempt them from the penalties, under the 5 & 6 Vict. c. 106.

The Conservator's resolution and letters complaining of these weirs, are herewith sent, together with the correspondence with the Admiralty in 1851.

With respect to the navigation question, the Board will have a report from the engineer, and submit the same to the Lords of the Admiralty.

By Order,

(signed) *E. Hornsby,*
Secretary.

With reference to the correspondence, and also Mr. Barry's report, dated 1st November 1860, and the suggestion given by him as to the course in the first instance, to be pursued on the part of the Board; viz., to hold a meeting under the 111th section of the 5 & 6 Vict. c. 106, with every respect for Mr. Barry's opinion, I think that section is not applicable to the present case.

That section, and the meeting to be held thereunder, is for the purpose of "inquiring into the state of the fisheries in each district, and the best means to be adopted for the regulation, improvement, or protection thereof." In the present case the object is to remove the weirs, and the proceeding for that purpose should be either at the instance of the Admiralty as injurious to navigation, or if it be decided that the Board is to act, their course is pointed out in 8 & 9 Vict. c. 108, s. 3, which requires that a complaint shall

be made to them in writing, signed by the party making the same, and setting forth the circumstances under which the stake weirs in question have been, and are erected, and the other particulars in the Act mentioned. The Commissioners are there authorised to summon the parties, owners of the weirs, to some convenient place in the neighbourhood, and then and there proceed to hear the evidence, and if they think right to declare that the weirs are nuisances, and order their removal, against such decision there is an appeal to the judge of assize.

I understand that the Board have directed a report from their engineer, which will be useful, but I would say it is premature to do so, until the Board be properly moved by some persons on behalf of the conservators in the manner I have mentioned.

Office of Public Works,
28 January 1861.

(signed) *A. Stewart.*

Sir,

Tourin, Cappoquin, 30 January 1861.

I HAVE received a copy of a letter dated 28th January, respecting certain illegal weirs in the Blackwater, and referring to a resolution of the conservators of that river, passed on 17 April 1860.

I was the proposer of that resolution, and am anxious to do my duty as conservator. I beg leave to ask you if there is any objection to letting us as conservators,

servators, or me as a private individual, have the designations of the weirs, or the names of the occupiers or owners. There are some illegal weirs on the River Bride, which reach across the entire river at some states of the tide. Will the Commissioners proceed against them also?

The Secretary.

I have, &c.
(signed) *R. Musgrave.*

Sir,

8 February 1861.

IN reply to your letter of the 30th ultimo, I am directed to forward herewith the list of weirs in the Bride and Blackwater rivers as requested therein.

I am, &c.
(signed) *E. Hornsby,*
Sir R. Musgrave, Bart., Tourin, Cappoquin. Secretary.

Sir,

Admiralty, 4 February 1861.

I AM commanded by my Lords Commissioners of the Admiralty to forward to you herewith a copy of a letter signed by several of the inhabitants of Tallow, in the county of Waterford, complaining of the injury caused to the navigation of the River Bride, by fishing weirs which have been carried out into the middle of the river, and I am directed to request that you will lay the letter before the Commissioners of Irish Fisheries, for any observations which they may have to make upon the subject, and that my Lords may be informed whether the Commissioners consider it a case requiring an exercise of their authority under the 14th section of the Act 13 & 14 Vict. c. 88, or otherwise.

I am, &c.
(signed) *C. H. Pennell,*
To the Secretary to the *pro* Secretary.
Commissioners of Irish Fisheries, Dublin.

Sirs,

Tallow, County of Waterford, 10 January 1861.

WE the undersigned, being inhabitants and traders of this town, do humbly beg to lay before you the following statement, and trusting the grievance that we complain of will be feelingly and kindly remedied, as it is in your power to do so, and when you will have the prayers of all concerned here, both as to life and property.

This town of Tallow is the upper part of the County of Waterford, bordering on the county of Cork, within 13 miles of Youghal by water or land, and our sea port; our river here, called the Bride, runs by here about three quarters of a mile from the town here, where wharves or quays are built, and from where we send all agricultural produce purchased herefrom; and where coal, culm, &c. are landed for sale in very large quantities, and come from Youghal, our sea port; and great quantities of corn, and a great deal of other produce go to Youghal to be shipped. The Bride runs down about five miles, when it falls into the Blackwater at Camphire, and both rivers fall into the sea at Youghal.

The great risk and hardship that we complain of is, our River Bride running only five miles down, there are up to 20 salmon weirs stretching nearly across the river, only a small pass allow, near the bank, of a few feet, the river very narrow, about from 40 to 60 feet wide. Our lighters carry from 40 to 50 tons, and no chance of their going down or coming up unless at flood tides; next to a miracle how they escape by day, much less by night, and the river being so shallow, thereby risking both life and property, it's not unusual lighters getting in contact with the stakes of the weirs, and holing them. We beg to lay ourselves in your honourable hands, and may beg to have these dangerous nuisances removed or remedied, so as not to interfere with the navigation of our little river the Bride, or endanger the navigation as it now is. The lighters are worked with sails and occasionally oars. To prove our assertions, you may be

be kind enough to make inquiries or have it examined into, trusting you will protect her loyal Majesty's subjects in this quarter as well as in other parts, that you have kindly done so, and we will feel in duty bound for ever pray; if you honour us with a communication, we have deputed Mr. Robert Terry of this town to receive a reply, corn and butter merchant. The lighters when loading, they are so deep in the water that they are only a few inches over the water, and very easy to sink them. There were one time, before the river got so crowded with weirs, small sailing crafts used to ply on the River Bride, but of late they could not ply with safety.

We remain, &c.

(signed) *Robert Terry*, Butter, Corn, Coal and Culm Merchant.

Michael Cunningham, Corn Merchant.

Michael Anthony

William Arnold

Patrick O'Keeffe

Dennis M' Donnell, Culm and Coal Merchant.

Nicholas Cunningham ,, ,,

James Cunningham	"	"
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<i>David O'Keeffe</i>	"	"
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To the Honourable Board of Admiralty,
London.

My Lords,

16 April 1861.

I AM directed by the Commissioners of Irish Fisheries to acknowledge the receipt of Mr. Pennell's letter of the 4th February last, forwarding a copy of a letter signed by several of the inhabitants of Tallow, in the county Waterford, complaining of the injury caused to the navigation of the River Bride by the erection of fishing weirs, and requesting to know if the Commissioners considered this a case requiring the exercise of their authority under the 14th section of the Fishery Act, 13 & 14 Vict. c. 88; and with reference thereto I have the honour to state, for the information of your Lordships, that the Commissioners have caused an inspection of the weirs on the Rivers Bride and Blackwater to be made by their harbour engineer, and they now beg to enclose a copy of his report thereon.

The Board beg to suggest for your Lordships' consideration whether, as these weirs are clearly injurious to navigation according to the reports of their engineer, and also of Captain Frazer, R. N., who surveyed the River Blackwater for your Lordships in 1851, these obstructions may not now be summarily dealt with by your Lordships as obstructions to navigation, as a more summary remedy than waiting for the specific complaints required by the Commissioners of Fisheries under the 14th section of the 13 & 14 Vict. c. 88, which have never been furnished in accordance with the provisions of that Act, although repeatedly called for by the Commissioners from parties locally interested, and without which they are not enabled to act.

As the weirs now existing in both these rivers are so clearly obstructions to navigation, particularly those on the River Bride, the Board trust your Lordships may consider it a case specially calling for the exercise of your Lordships' summary powers.

(signed) *E. Hornsby,*
The Lords Commissioners of the Admiralty, Secretary.
London.

I enclose a copy of Captain Frazer's report, and chart with the sites of the weirs marked thereon; and as it is the only copy in this department, I will feel obliged for its return in due course.

BRIDE and BLACKWATER WEIRS, 12 February 1862.

MEMORANDUM for Mr. Gibbons.

MR. GIBBONS is requested to proceed to the estuaries of the Rivers Bride and Blackwater, with as little delay as possible, and make a close inspection of every weir erected in these rivers where the channel thereof at low water-mark is less than three quarters of a mile wide. He will be good enough to survey the weirs, taking dimensions and soundings, &c., to enable him to report in each case as to any obstruction arising therefrom to the navigation of these rivers by steamers or other crafts.

B. D. Gibbons, Esq.,
&c. &c. &c.

(signed) E. Hornsby,
Secretary.

PUBLIC WORKS—FISHERIES.

Tidal Rivers, *Blackwater and Bride*.

Harbour Engineer's Office, 11 March 1861.

4th February 1861. H.—Reference from the Lords of the Admiralty of a memorial from traders at Tallow, complaining of injuries to the navigation of the Bride by fishing weirs, &c.

12th February 1862. 1923.—Board's order to examine the weirs on the Rivers Blackwater and Bride, with a view to report on any obstructions or injuries to the navigation of these rivers arising from these weirs, &c. &c.

IN obedience to the order of the Board, I have examined the River Blackwater, and all the fishing weirs connected therewith, from the sea at Youghal to Cappoquin, about 17 miles; and also the River Bride from the uppermost weir to its junction with the Blackwater at Camphire and Strancally, about $5\frac{1}{2}$ miles.

With respect to the Blackwater, I have had the advantage of the admirable chart made for the Admiralty by Captain Frazer, R.N., to which I refer. On this is shown the position of each weir, with its relation to the river, and I have numbered them in red from 1 to 36, commencing at Youghal.

No. 1.—Is within the Ferry Point, and, in my opinion, does not offer any material obstruction to the navigation, so long as it is confined to its present projection.

No. 2.—Is a double, or flood and ebb weir; the flood wing extends beyond low water into at least two feet depth. Considering that the better channel is on the East side of the Red Bank, and the narrowness of this channel, it appears to me that this erection offers material obstruction, especially to craft beating up or down on the tide.

No. 3.—The stakes only of this weir remain, and are far more dangerous than the weir to its full height would be.

No. 4.—This weir is about 200 yards from the navigation ope of the bridge, which is on this side, and next to the land. It is barely within the range of the abutment of this ope; it extends beyond low water-line into about four feet, and immediately outside the pound of the weir several stakes protrude irregularly above the surface, and close to these the water is 10 feet deep and upwards. It seems obvious that this weir is more or less an obstruction and a danger to barges; after leaving, or in approaching the navigation ope of the bridge, the current is rapid, and the stakes before alluded to, are on the verge of deep water. The foregoing are the weirs below bridge, placed on the margin of the mud bank; on the concave side of the estuary they may be supposed to be beneficial in directing the current by acting as groins; but I apprehend that the effect of such projections is injurious, tending to produce unequal and irregular velocity in the current by which shoals and banks are formed, and a perpetually shifting channel is the result.

Nos. 5, 6, 8, and 9.—These are small weirs extending to the verge of low water; the foreshore, or space between high and low water lines, is narrow; the
tide

tide does not set strongly on it, and there is very deep water from side to side of the channel. Still it cannot be denied that these erections are somewhat obstructive, but in my view they are the least objectionable of any weirs on the river, except No. 1.

No. 7.—Is on a prominent point, on which the current impinges strongly, and is, in my opinion, an obstruction; it is evident that this projection has produced a considerable protrusion of the mud bank.

Nos. 10, 11.—Though these extend beyond the low water-line, their projection from the land is little, the foreshore being very scant; but being on the concave side on which the current sets with great force, the barges and boats have a difficulty in keeping clear of them.

No. 12.—This is a small weir, but from its prominent position is obviously obstructive. When making my inspection, I found men at work raising the floor of the pound, or chamber, with layers of brushwood, sods, and mud, the piles or stakes which sustain this being driven beyond the low water-line; this is the mode adopted for extending the weirs in this river, and the result is an irregular narrowing of the channel by encroaching on the low water-line at these points, producing very injurious effects in the creation of shoals and banks.

No. 13.—This is in a little bay formed by two projecting points; it cannot be said to offer any material obstruction or danger, but it seems to me that it must be very unproductive until it is extended.

Nos. 14, 15.—These are in the sudden bend of the river, and are clearly in the way of free navigation; they extend beyond low water-line. The banks of the river here, and almost continuously, from hence to Cappoquin, consist of deep mud.

No. 16.—Is a projection on the mud bank extending beyond low water, into about two feet; when approaching this weir the six-oared whaleboat in which I was, stuck fast on piles or stakes driven in deep water; fortunately another boat was near, by which we all got out, and succeeded in getting the whaleboat off. It is unnecessary to observe upon the danger these stakes present to loaded barges or passenger boats, and I have good reason to know that they are to be met with in front of almost every weir along the river.

Nos. 17 to 31 inclusive.—It would be but a repetition of the same observations to allude *seriatim* to each of these; they are, like the rest, all stake weirs, and it is evident that as the river becomes narrower and more unequal in depth up stream, they become more obstructive to the passage of vessels, and also, by producing irregularity in the current, more injurious to the channel by the creation of deposits and shoals.

Nos. 32, 33, 34, 35, 36.—These are head weirs, the river wings of which extend far beyond low water, and in some cases nearly half way across. No. 32 appears to me to have had a very injurious effect in the extension of the mud bank, and in the creation of shoals; 33 is very prominent in the sailing course, making it very difficult to avoid it; these wings are partially covered at high water, which makes them more dangerous, referring to the river generally. I beg to observe that these erections deprive barges and vessels under sail, as well as row boats, of the advantage of keeping out of the current when the wind is favourable and the tide adverse; they render the navigation at night dangerous, if not impossible; and the tendency of their projections must be to produce irregular velocities of the current, and to create shoals and banks in the channel.

The Bride River.—This is naturally as admirable a tidal river navigation as any in the kingdom, for its extent; with easy curves or berds, and enlarging gradually towards the mouth; the current would be uniform, and the channel free from shoals or banks, but it has been most shamefully dealt with; the statements in the memorial to the Lords of the Admiralty are entirely sustained by the facts. At little more than five miles from the mouth are the remains of a head weir, consisting now of only the stakes, which protrude over the bottom in irregular heights, and extend more than half way across the river. Between this and the junction with the Blackwater there are four dilapidated weirs in a similar condition; one at the very mouth of the river, forming at low water a chevaux-de-frise from bank to bank; and 11 head weirs in working order.

The head or apex of these weirs is set in nearly the centre of the river, one wing extending obliquely up stream and home to the bank, the other wing to within a few feet of the opposite bank, thus obstructing the whole breadth of the river, with the exception of a few feet, the passage left in some places being so bad that I had great difficulty in getting a whaleboat through, after taking the ground several times; in fact, it is at nearly high water alone that the barges employed on this river can pass these weirs.

In conclusion, I beg to observe, whatever difference of opinion there may be as to the extent of the obstructions and injurious effects occasioned by the weirs to the navigation of the Blackwater, that with respect to the Bride there can be question. It is a case in which the Lords Commissioners of the Admiralty are not only justified, but, I would say, bound to exercise the very salutary powers vested in them as the great conservators of the tidal navigations of these kingdoms.

I return herewith the several documents referred to me.

(signed) *Barry D. Gibbons.*

Sir,

24 August 1861.

REFERRING to the letter from the Board, of the 16th April last, to the Lords Commissioners of Her Majesty's Admiralty, on the subject of the great injury to the navigation of the Rivers Bride and Blackwater by the erection of fishing weirs, and their Lordships reply thereto of the 4th May, I have now the honour to state, for the information of their Lordships, that this Board brought the matter under the consideration of the Board of Conservators of the Fisheries of that district, and they have received from that body a resolution requesting the Commissioners to move the Admiralty to exercise their powers, and abate the nuisance of the weirs referred to.

I have the honour to enclose a copy of that resolution for their Lordships of the Admiralty, and to state that this Board entirely coincides with the views expressed therein.

Wm. G. Romaine, Esq., c. b.
Whitehall.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

Sir,

Roseville, Tallow, 9 February 1861.

THE Board of Conservators desire me to acknowledge receipt of your letter of the 28th January last; and I forward a letter from Mr. Percival Maxwell, which I beg to enclose.

E. Hornsby, Esq.,
Secretary.

I am, &c.
(signed) *W. H. Parker.*

Sir,

Moore Hill, Tallow, County Waterford,
6 February 1861.

As I understand there will be a meeting of the Conservators of the Rivers Bride and Blackwater to-morrow, I am anxious, through you, to draw the attention of the Fishery Commissioners to the general state of the weirs on the River Bride, between the mouth of that river and Tallow Bridge.

I am credibly informed that there are some weirs erected for which there is no legitimate right, and I believe all are more or less illegally constructed and extended to interfere with the navigation of the river, and from this last imputation I do not altogether exempt my own two weirs at Sapperton and Fountain. I should suggest, therefore, that the Commissioners should institute an inquiry as to the rights of erecting weirs in the Bride, and send a competent inspector to point out the proper limits of those that are to remain, so that all may be made uniform.

On one occasion, last summer, I went to inspect my own weirs, in consequence of a complaint made to me by Mr. Currey, and the man to whom I had let my weirs suggested that I should compare the limits of my own with the extent of the other weirs; and, on passing down the river at low water of a spring

spring tide, I found it almost impossible to pass the weir opposite the townland of Kilnacariga. In fact, the man in the cot with me had to get out of it and drag the cot through.

I am quite willing that my weirs should be made conformable to whatever standard is fixed upon, and I think it would be most advantageous to the salmon fishery in general that the Commissioners should institute an inquiry, and establish a standard for the uniform construction of the legitimate weirs on the Bride.

I have, &c.
(signed) *Robt. Percival Maxwell.*

The Chairman of the
Conservators of the Blackwater and
Bride Fisheries.

Sir,

Admiralty, 4 May 1861

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 16th April on the subject of the injury caused to the navigations of the Rivers Blackwater and Bride by the fishing weirs constructed in such rivers, and urging their Lordships to take proceedings against the proprietors of such weirs, to enforce their removal; and, in reply, I am directed by my Lords to acquaint you that as the Act 13 & 14 Vict. c. 88, has laid down the mode in which weirs are to be dealt with by the Commissioners of Irish Fisheries, my Lords are of opinion that it should be left to them to carry out the provisions of the Act of Parliament.

I am, &c.
(signed) *W. G. Romaine.*

E. Hornsby, Esq.
Secretary to the Irish Fishery
Commissioners, Dublin.

WE request that the Commissioners will have the goodness to forward, for the information of our Board, a copy of the report of the inspector, instructed by the Commissioners to report on the subject of the weirs now existing in the estuary of the Blackwater.

Proposed by M. Gumbleton, Esq., seconded by Mr. Foott.

Passed unanimously.

(signed) *Stuart De Decies,*
Chairman.

Resolved, That, referring to the letters of the Commissioners of the 28th of January and the 28th of June, the Board having held a meeting on the subject, no complaint as yet has been made with reference to the weirs on the Blackwater or upon the Bride, save that contained in the letter of Mr. Maxwell, which has been furnished to the Commissioners.

(signed) *Stuart De Decies,*
Chairman.

Sir,

31 July 1861.

REFERRING to the resolution of the Conservators of the Lismore district, to the effect that no complaint has as yet been made respecting the weirs on the Bride and Blackwater, save that contained in the letter of Mr. Maxwell, which has been received by the Commissioners, I am directed to state that Mr. Maxwell's complaint does not come within or meet the requirements of the 14th section of 13 & 14 Vict. c. 88, which directs that it should set forth the circumstances under which any particular weir is used contrary to the provisions of the law; and without receiving such a complaint, the Commissioners cannot summon the parties complained of before them.

(signed) *E. Hornsby,*
Secretary.

W. H. Parker, Esq.,
Roseville, Tallow.

Sir,

Roseville, Tallow, 16 August 1861.

REFERRING to correspondence on subject of the weirs in the Rivers Blackwater and Bride, and the reports of Mr. Barry and Mr. Gibbons, forwarded to the Board of Conservators, I beg to forward a copy of a resolution passed by that Board, at their meeting held on yesterday.

E. Hornsby, Esq.,
Secretary.

Your, &c.
(signed) *W. H. Parker.*

RESOLUTION.

The Board of Conservators having had under consideration the reports of Mr. Barry, Mr. Gibbons, and Fraser, and the suggestions recommended to be adopted for the purpose of dealing with weirs proved to be highly injurious to navigation, and destructive to fisheries: Considering the paramount duty of the Admiralty, as regards navigation, and the great powers vested in that Board as conservators of the rights of the public, and protectors of the great navigable highways of the kingdom, we think the suggestion of a communication with the Lords Commissioners of the Admiralty, with a view to their exercising such powers to abate the nuisances of the weirs referred to, by far the best course to be pursued; and we, the Conservators, will forward to the Board of Admiralty our opinion as to the great necessity that exists for the interference of that powerful Board, and our request, as a public body, their best and speedy consideration.

Proposed by M. C. Hendley, Esq., seconded by E. Foott, Esq.

Passed unanimously.

(signed) *A. H. Lucas,*
Chairman.

Sir,

24 August 1861.

REFERRING to the letter from the Board of the 16th April last to the Lords Commissioners of Her Majesty's Admiralty, on the subject of the great injury to the navigation of the Rivers Bride and Blackwater, by the erection of fishing weirs, and their Lordships reply thereto of the 4th May, I have now the honour to state, for the information of their Lordships, that this Board brought the matter under the consideration of the Board of Conservators of the Fisheries of that district, and they have received from that body a resolution requesting the Commissioners to move the Admiralty to exercise their powers, and abate the nuisance of the weirs referred to.

I have the honour to enclose a copy of that resolution for their Lordships of the Admiralty, and to state that this Board entirely coincides with the views expressed therein.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

W. G. Romaine, C. B.,
Whitehall, S. W.

Sir,

Admiralty, 1 October 1861.

WITH reference to your letter of the 24th of August last, on the subject of the great injury caused to the navigation of the Rivers Bride and Blackwater by the erection of fishing weirs in the beds thereof, and enclosing a resolution of the Fishery Board of Lismore district, requesting the interference of the Lords Commissioners of the Admiralty to abate the nuisance, I am commanded by my Lords to acquaint you that the only power which their Lordships have to abate these weirs is that which any private individual has, namely, to proceed against the parties using them as committing a nuisance. The proceeding on the part of their Lordships would be both tedious and expensive, whereas Parliament has recently conferred summary powers upon the Commissioners of Irish Fisheries to abate weirs of this description; and if the parties

parties locally interested now consider the weirs objectionable, my Lords consider that it will be best that they should exercise their own powers for the removal of the nuisance complained of.

E. Hornsby, Esq.,
Secretary to the Office of Public Works,
Dublin.

I am, &c.
(signed) C. Paget.

Sir,

28 October 1861.

ADVERTING to the fishery weirs in the Rivers Bride and Blackwater, and the injury caused thereby to their navigation, I am directed by the Commissioners to inform you, for the information of the Conservators of the Lismore district, that the consideration thereof is postponed until the result of the communication to his Excellency the Lord Lieutenant on the subject of the Waterford weirs is known.

W. H. Parker, Esq., Roseville,
Tallow.

(signed) E. Hornsby,
Secretary.

FISHERIES (IRELAND).

COPIES of REPORTS made by the COMMISSIONERS of FISHERIES in *Ireland*, or their Officers, with respect to OBSTRUCTIONS in the RIVERS, BULDS and BLACKWATER; and of CORRESPONDENCE between the Commissioners and the Admiralty and other Persons on the subject.

(*Mr. M. Mahon.*)

*Ordered, by The House of Commons, to be Printed,
28 May 1862.*

GRAND JURY PRESENTMENTS (IRELAND).

A B S T R A C T

OF THE

ACCOUNTS OF PRESENTMENTS

MADE BY THE GRAND JURIES

OF

THE SEVERAL COUNTIES, CITIES, AND TOWNS IN IRELAND,

IN THE YEAR

1861,

(Pursuant to Acts 49 Geo. 3, c. 84, s. 31, and 4 Geo. 4, c. 33, s. 12.)

*Ordered, by The House of Commons, to be Printed,
29 April 1862.*

**ABSTRACT of the ACCOUNTS of PRESENTMENTS made by the GRAND JURIES of the
Acts 49 Geo. 3, c. 84, s. 31,**

COUNTIES, and COUNTIES of CITIES and TOWNS.	1. New Roads, Bridges, Pipes, Gulleys, Quay Walls, or cutting down Hills or filling up Hollows and Ditches.	2. Repairs of Roads, Bridges, Pipes, Gulleys, or Walls.	3. Court or Sessions Houses, Erection or Repairs.	4. Gaols, Bridewells, Houses of Correction, Building or Repairing.	5. All other Prison and Bridewell Expenses, including Salaries.	6. Police, and Police Establishments and Payments to Witnesses.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
ANTRIM - - - -	10,144 18 2	20,235 13 4	47 1 0	- - -	2,072 1 7	87 7 -
ARMAGH - - - -	789 12 7	13,759 16 2	1,297 4 11	- - -	1,580 - -	567 16 2
CARLOW - - - -	1,155 18 10	4,898 17 8	70 7 6	- - -	1,052 - -	- - -
CARRICKFERGUS, COUNTY of the Town - - - }	180 9 2	657 16 9	- - -	- - -	21 15 9	1 1 6
CAVAN - - - -	2,103 14 6	8,538 - 4	100 - -	100 - -	1,318 12 9	- - -
CLARE - - - -	1,120 2 6	23,016 15 10	46 10 -	- - -	1,583 1 8	- - -
CORK, COUNTY - - -	9,070 8 9	40,078 18 5	234 - -	565 - -	3,300 - -	256 12 -
CORK, CITY - - -	- - -	- - -	146 17 1	- - -	2,250 14 -	- - -
DONEGAL - - - -	3,170 2 5	23,873 9 9	20 - -	- - -	2,321 - -	381 19 8
DOWN - - - -	5,285 4 11	26,000 10 7	- - -	150 - -	2,412 6 4	- - -
DROGHEDA, COUNTY of the Town - - - - }	- - -	303 8 11	355 - -	600 - -	442 18 7	- - -
DUBLIN, COUNTY (d) -	1,965 1 -	21,518 14 11	200 - -	700 - -	2,388 16 4	157 15 -
DUBLIN, COUNTY of the CITY	- - -	300 - -	96 6 1	963 16 6	12,417 6 -	211 9 6
FERMANAGH - - -	5,252 11 8	10,026 8 10	73 - -	- - -	- - -	- - -
GALWAY, COUNTY - -	1,959 7 8	13,943 4 9	- - -	- - -	2,400 - -	145 3 -
GALWAY, COUNTY of the Town - - - - }	72 - -	1,185 3 11	- - -	- - -	700 - -	1 17 -
KERRY - - - -	3,352 6 -	10,830 0 3	50 - -	- - -	(g) 900 - -	- - -
KILDARE - - - -	682 13 11	11,031 10 1	25 - -	- - -	1,419 17 5	- - -
KILKENNY, COUNTY -	1,913 18 4	11,181 8 -	99 15 -	150 - -	1,534 10 11	24 12 4
KILKENNY, CITY - -	765 12 6	394 10 8	20 - -	- - -	508 13 2	- - -
KING'S COUNTY - - -	460 5 10	10,473 15 5	162 7 4	- - -	1,420 9 6	219 10 7
LEITRIM - - - -	2,081 14 10	6,727 19 2½	- - -	- - -	1,143 4 2	968 11 3
LIMERICK, COUNTY - -	2,459 11 3	19,827 - 2	- - -	567 15 6	1,063 9 -	2,457 - 1
LIMERICK, COUNTY of the CITY - - - - }	- - -	- - -	- - -	- - -	1,177 - -	- - -
LONDONDERRY, CITY and COUNTY - - - - }	3,816 12 6	15,797 1 2	368 5 8	- - -	1,737 10 3	135 8 3
LONGFORD - - - -	968 18 9	5,821 13 -	633 15 -	- - -	1,731 14 -	- - -
LOUTH - - - -	517 1 -	11,265 7 11	97 10 -	- - -	1,235 17 4	55 11 9
MAYO - - - -	3,796 14 9	12,264 3 -	362 17 6	- - -	1,631 12 7	- - -
MEATH - - - -	642 17 -	11,088 2 10	79 15 6	23 - -	1,273 - -	1,556 3 4
MONAGHAN - - - -	924 10 4	12,118 17 4	151 2 11	166 13 4	992 16 2	292 14 2
QUEEN'S COUNTY - -	445 19 10	12,083 17 -	- - -	- - -	1,587 10 -	- - -
ROSCOMMON - - - -	1,314 7 7	12,821 16 4	60 - -	90 - -	1,390 - -	1,242 7 10
SLIGO - - - -	965 10 9	11,765 2 5	123 12 6	100 - -	1,594 15 6	48 5 -
TIPPERARY, NORTH RIDING	998 16 8	13,530 14 4	320 - -	180 - -	2,073 12 3	4,061 1 9
TIPPERARY, SOUTH RIDING	534 13 -	17,862 1 6	550 - -	195 - -	3,234 19 7	1,154 14 8
TYRONE - - - -	4,666 18 10	24,674 14 9	104 17 8	96 16 2	2,590 10 -	- - -
WATERFORD, COUNTY -	3,878 8 8	12,350 11 11	60 18 2	973 6 8	1,404 17 11	436 2 8
WATERFORD, CITY - -	- - -	35 10 -	15 - -	- - -	849 18 -	- - -
WESTMEATH - - - -	213 15 3	8,467 14 4	- - -	- - -	1,465 - -	- - -
WEXFORD - - - -	9,471 17 1	14,065 8 3	28 12 -	- - -	2,773 6 10	- - -
WICKLOW - - - -	1,623 7 8	10,373 9 1	103 15 3	18 18 2	1,999 16 2	6 - -

(a) Including the expenses of the Clerk of the Peace, £. 14. 1. 6.; and Town Clerk, £. 50, incurred for carrying into effect the 13 & 14 Vict. c. 69.

(b) The Repayments to Government are included in the Heads of Service for which the Advances are made.

(c) Including £. 255. 7. 6. Inquests; £. 354. 0. 1. Parliamentary Registration; £. 418. 6. 2. Rents; £. 384. 10. 6. Rate Collectors, allowed for Poor and Waste Premises; £. 391. 6. 3. Rate Collectors for Poundage.

(d) The Return includes Collectors' Fees added to the Warrants under the 104th section of the Act 7 & 8 Vict. c. 106.

(e) Including Infirmary and Gaol.

several COUNTIES, CITIES, and TOWNS in IRELAND, in the Year 1861—(pursuant to and 4 Geo. 4, c. 33, s. 18).

7.	8.	9.	10.	11.	12.	13.
Salaries of County Officers not included in the foregoing.	Public Charities.	Repayment of Advances to Government.	Miscellaneous.	Gross Amount of Presentments.	Amount of Re-Presentments.	Net Amount of Presentments.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
5,160 14 -	4,040 4 1	7,044 14 6	4,381 - -	62,213 14 2	1,867 18 7	60,345 15 7
1,821 - -	2,510 16 10	500 - -	3,463 16 2	26,292 1 10	125 6 10	26,166 15 -
1,383 10 -	700 - -	793 6 -	1,746 18 5	11,800 18 5	- - -	11,800 18 5
180 3 2	- - -	250 12 7	(a) 199 11 11	1,491 10 10	- - -	1,491 10 10
1,811 - -	944 - -	3,236 3 3	2,859 7 4	21,010 18 2	- - -	21,010 18 2
1,882 - -	3,240 5 8	(b) - -	3,715 - 6	34,603 16 2	- - -	34,603 16 2
8,731 5 3	10,859 12 11	1,419 12 5	4,137 11 9	79,248 1 6	3,280 6 9	75,967 14 9
889 5 8	2,309 1 6	3,166 - 8	(c) 1,700 10 2	10,412 9 1	- - -	10,412 9 1
4,559 14 4	1,304 7 6	5,034 18 10	1,473 5 -	42,198 17 6	- - -	42,198 17 6
4,683 17 9	4 1 1	6,022 14 -	3,527 7 1	48,066 10 9	- - -	48,066 10 9
226 10 -	238 11 2	599 7 5	224 16 11	2,990 13 -	- - -	2,990 13 -
4,519 12 2	5,281 14 2	- - -	2,192 9 8	38,922 3 3	1,828 7 9	37,293 15 6
1,758 - -	11,737 14 8	2,105 7 7	4,136 17 6	33,726 17 5	9 2 6	33,717 14 11
2,568 17 10	(e) 2,155 7 11	- - -	(f) 3,721 2 7	24,397 8 10	953 4 -	23,444 4 10
4,031 18 2	878 - -	5,698 5 11	1,433 14 4	30,489 13 10	- - -	30,489 13 10
770 5 1	300 - -	1,054 7 11	452 17 3	4,536 11 2	- - -	4,536 11 2
4,897 14 8	5,923 1 -	3,416 8 2	2,317 8 10½	40,686 10 11½	- - -	40,686 10 11½
2,140 8 10	1,079 2 10	2,104 5 -	2,332 8 10	21,415 6 11	- - -	21,415 6 11
1,418 10 -	650 - -	4,081 1 -	2,091 10 7	23,195 6 2	- - -	23,195 6 2
326 - -	- - -	579 19 6	359 11 10	2,954 7 8	- - -	2,954 7 8
2,144 4 9	901 5 2	1,940 7 3	1,035 18 1	18,754 3 11	- - -	18,754 3 11
2,741 17 9	621 9 4	5,673 13 11	349 5 11	20,157 16 4½	- - -	20,157 16 4½
2,427 12 4	1,735 - -	(h) 3,961 18 1	4,326 6 9	38,230 8 2	- - -	38,230 8 2
303 10 -	735 - -	1,182 9 11	(i) 168 5 2½	3,566 5 1½	- - -	3,566 5 1½
2,737 11 9	1,445 7 2	6,587 13 -	3,764 4 9	36,389 14 6	- - -	36,389 14 6
1,754 13 11	706 - -	1,808 8 11	617 10 2	14,042 13 9	- - -	14,042 13 9
2,087 5 3	750 - -	2,368 - 6	1,286 13 10	19,663 7 7	- - -	19,663 7 7
4,490 1 11	900 - -	6,020 18 11	2,579 18 2	32,066 6 10	- - -	32,066 6 10
1,631 - -	4,245 6 2	311 19 8	3,052 3 10	23,902 8 4	1,682 13 4	22,219 15 -
2,539 11 1	2,156 12 9	- - -	2,182 6 1	21,525 4 2	522 11 10	21,002 12 4
2,388 7 6	794 - -	1,949 - 7	2,321 4 4	21,569 10 3	- - -	21,569 10 3
2,847 19 5½	2,855 14 3	1,078 7 8	794 19 4½	25,094 12 6	- - -	25,094 12 6
2,796 14 8	1,769 - -	4,888 5 2	1,787 - 7	25,843 6 7	909 10 2	24,933 16 5
2,059 12 11	407 12 -	1,118 4 3	838 9 10	25,588 4 -	208 12 -	25,379 12 -
2,608 17 5	686 8 -	2,575 8 10	1,786 9 10	31,188 12 10	534 9 8	30,654 3 2
4,693 15 10	1,489 17 7	10,664 16 5	1,183 - 8	50,065 7 11	2,628 14 7	47,436 13 4
2,355 6 8	- - -	1,933 9 10	1,107 18 3	24,501 - 9	- - -	24,501 - 9
414 - -	- - -	1,434 12 8	528 12 3	3,277 12 11	- - -	3,277 12 11
1,575 5 -	538 6 8	- - -	(k) 5,906 19 11	18,267 1 2	- - -	18,267 1 2
3,704 10 3	1,000 - -	2,262 - 10	1,373 8 11	35,278 4 1	- - -	35,278 4 1
1,628 11 10	546 16 4	2,575 7 11	1,335 13 3	19,002 15 6	- - -	19,002 15 6
TOTAL - - - £.				1,060,249 13 -½	14,360 18 -	1,054,898 15 -½

(c) Including £. 2,224. 1. 2. Lunatic Asylum.

(g) Not including Salaries.

(h) Including £. 2,913. 7. for Lunatic Asylum; £. 193. 16. 1. Valuation of Lands; £. 252. 10 for Advances for Public Works.

(i) Including £. 66. 13. 7. for Parliamentary Voters' List; £. 45. for City Militia; £. 50 Glencree Reformatory; £. 6. 11. 7½. for Borough at large.

(k) Including £. 773. 18. 9., amount of undischarged Queries following Summer Assizes, 1861; £. 4,035. 8. 2. is stated to have been repaid to Government at the Spring Assizes, but that sum is not brought into account.

GRAND JURY PRESENTMENTS
(IRELAND).

ABSTRACT
OF
ACCOUNTS OF PRESENTMENTS

Made by the GRAND JURIES of the several
COUNTIES, CITIES, and TOWNS in *Ireland*, in
the Year 1861—(pursuant to Acts 40 Geo. 3,
c. 84, s. 31, and 4 Geo. 4, c. 38, s. 18).

Ordered, by The House of Commons, to be Printed,
29 April 1862.

INFIRMARIES AND FEVER HOSPITALS (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 28 February 1862;—for,

RETURN “of the Name of each INFIRMARY of a COUNTY, COUNTY of a CITY, or
COUNTY of a TOWN, in *Ireland*, supported wholly or in part by PUBLIC FUNDS
in the Years 1858, 1859, and 1860:”

“Of the INCOME of every such INFIRMARY in each of those Years, stating the several
Sources from whence it is derived:”

“Of the EXPENDITURE of every such INFIRMARY in each of those Years, specifying
in detail the chief Items of it:”

“Of the Number of INTERN PATIENTS in every such INFIRMARY on the First day of
January in each of those Years; the Number Admitted in each Year; the Number
Discharged in each Year; and the Number that Died in each Year; and the
Number that Remained on the last day of each Year:”

“Of the Average Daily Number of PATIENTS in each such INFIRMARY during each
of those Years:”

“And, of a similar kind from each FEVER HOSPITAL, in *Ireland*, supported wholly or
in part by GRAND JURY PRESENTMENTS.”

(*Captain Stacpoole.*)

Ordered, by The House of Commons, to be Printed,
30 July 1862.

SCHEDULE.

COUNTY INFIRMARIES.

	PAGE		PAGE
Antrim - - - - -	3	Limerick - - - - -	19
Armagh - - - - -	3	Londonderry - - - - -	21
Carlow - - - - -	4	Longford - - - - -	22
Cavan - - - - -	5	Louth - - - - -	23
Clare - - - - -	6	Mayo - - - - -	24
Donegal - - - - -	7	Meath - - - - -	25
Down - - - - -	9	Monaghan - - - - -	27
Drogheda - - - - -	10	Queen's County - - - - -	28
Dublin (Meath Hospital) - - - - -	11	Roscommon - - - - -	29
Fermanagh - - - - -	12	Sligo - - - - -	30
Galway - - - - -	13	Tipperary - - - - -	31
Kerry - - - - -	14	Tyrone - - - - -	32
Kildare - - - - -	15	Westmeath - - - - -	33
Kilkenny - - - - -	16	Wexford - - - - -	33
King's County - - - - -	17	Wicklow - - - - -	34
Leitrim - - - - -	18	Second County of Wicklow - - - - -	35

FEVER HOSPITALS.

	PAGE		PAGE
Arklow - - - - -	36	Newry - - - - -	44
Barrington's Hospital - - - - -	36	Newtown - - - - -	44
Carlow - - - - -	37	Rathdown - - - - -	45
Carrickmacross - - - - -	38	Rockcorig - - - - -	46
Clones - - - - -	39	Sligo - - - - -	46
Down - - - - -	40	St. John's, Limerick - - - - -	48
Enniskerry - - - - -	41	Stratford - - - - -	50
Galway - - - - -	41	Trough - - - - -	50
Kerry - - - - -	42	Tullow - - - - -	51
Monaghan - - - - -	43	Wicklow - - - - -	51

RETURN of the Name of each INFIRMARY of a COUNTY, COUNTY of a CITY, or COUNTY of a TOWN, in *Ireland*, supported wholly or in part by PUBLIC FUNDS in the Years 1858, 1859, and 1860 :—Of the INCOME of every such INFIRMARY in each of those Years, stating the several Sources from whence it is derived :—Of the EXPENDITURE of every such INFIRMARY in each of those Years, specifying in detail the chief Items of it :—Of the Number of INTERN PATIENTS in every such INFIRMARY on the First day of January in each of those Years; the Number Admitted in each Year; the Number Discharged in each Year; and the Number that Died in each Year; and the Number that Remained on the Last Day of each Year :—Of the average Daily Number of PATIENTS in each such INFIRMARY during each of those Years :—And, of a similar kind from each FEVER HOSPITAL, in *Ireland*, supported wholly or in part by GRAND JURY PRESENTMENTS.

COUNTY INFIRMARIES.

COUNTY OF ANTRIM.

	INFIRMARIES.	FEVER HOSPITALS.	OBSERVATIONS.
Years - $\left\{ \begin{array}{l} 1858 \\ 1859 \\ 1860 \end{array} \right.$	One infirmary, called the County Antrim Infirmary, situate in Lisburn, to which the county annually grants 500 <i>l.</i> , and 94 <i>l.</i> for salary of a surgeon.	None - - -	Fever hospitals are, I believe, supported out of the rates levied for the relief of the poor in the unions in which they are situated. The county infirmary is partly supported by the aid of private subscriptions; but I have no means at my command of ascertaining the amount derived from this source.

15 August 1861.

Wm. Verner, Treasurer.

COUNTY OF ARMAGH.

INCOME.			EXPENDITURE.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Balance in hands of the treasurer in favour of institution - - - - -	143	1 5	Provisions - - - - -	505	18 11½
Interest on public securities - - - - -	81	2 -	Wine and spirits - - - - -	1	16 9
Parliamentary grant, less income tax - - - - -	87	4 10	Medicines and surgical instruments - - - - -	41	13 8
County presentments - - - - -	794	- -	Soap and candles - - - - -	30	3 3
From Lill Charity - - - - -	141	6 4	Fuel - - - - -	77	12 3
Donations, &c. - - - - -	21	- -	Repairs of building, &c. - - - - -	73	8 8
Annual subscriptions to June 1858 - - - - -	116	11 -	Rents and taxes - - - - -	16	12 9
Received for trusses sold at half-price - - - - -	3	- -	Furniture and clothing - - - - -	50	11 7½
			Salaries - - - - -	391	13 4
			Contingencies - - - - -	46	1 11½
				1,235	13 2½
			Balance in favour of institution - - -	151	12 4½
£.	1,387	5 7	£.	1,387	5 7
1859 :			1859 :		
Balance in hands of the treasurer in favour of institution - - - - -	151	12 4½	Provisions - - - - -	495	9 2½
Interest on public securities - - - - -	75	2 -	Wine and spirits - - - - -	1	15 6
Parliamentary grant, less income tax - - - - -	85	15 2	Medicines and surgical instruments - - - - -	41	9 5½
County presentments - - - - -	794	- -	Soap and candles - - - - -	39	10 5
From Lill Charity - - - - -	123	16 9	Fuel - - - - -	101	- 4
Donations, &c. - - - - -	36	- -	Repairs of building, &c. - - - - -	36	19 2½
Annual subscriptions to June 1859 - - - - -	135	9 -	Rents and taxes - - - - -	16	10 3
Received for trusses sold at half-price - - - - -	3	18 -	Furniture and clothing - - - - -	105	15 -½
			Salaries - - - - -	390	1 3
			Contingencies - - - - -	45	13 6
				1,265	4 2
			Balance in favour of institution - - -	140	9 1½
£.	1,405	13 3½	£.	1,405	13 3½

INFIRMARIES—COUNTY OF ARMAGH—*continued.*

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
Balance in hands of the treasurer in favour of institution - - - -	140	9 1½	Provisions - - - - -	537	18 10½
Interest on public securities - - -	80	- 5	Wine and spirits - - - - -	3	2 9
Parliamentary grant, less income tax - -	85	7 8	Medicines and surgical instruments - -	32	19 -
County presentments - - - - -	794	- -	Soap and candles - - - - -	31	13 9½
From Lill Charity - - - - -	132	9 10	Fuel - - - - -	68	18 7
Annual subscriptions to June 1861 - -	135	9 -	Repairs of building, &c. - - - - -	103	16 9
Received for trusses sold at half-price - -	3	3 0	Rents and taxes - - - - -	14	12 9
			Furniture and clothing - - - - -	43	9 7
			Salaries - - - - -	381	5 9
			Contingencies - - - - -	51	5 4
				1,269	3 2
			Balance in favour of institution - -	101	16 4½
£.	1,370	19 6½	£.	1,370	19 6½

	1858.	1859.	1860.
Number of Patients in the Infirmary, 1 January - - - - -	72	75	72
Number of Patients Admitted - - - - -	1,072	1,149	1,186
Number of Patients Discharged - - - - -	1,046	1,134	1,159
Number of Patients that Died - - - - -	23	18	21
Number of Patients that Remained - - - - -	75	72	78
Average Daily Number of Patients - - - - -	72	72	73

There is not any fever hospital in connexion with the Armagh County Infirmary.

19 March 1862.

Robt. Riddall, Treasurer.

COUNTY OF CARLOW.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance in favour of the public in previous account - - - - -	313	7 3	Provisions - - - - -	270	- 3
Parliamentary grant - - - - -	86	17 5	Medicine - - - - -	3	16 1
Grand jury presentments - - - - -	500	- -	Furniture and repairs - - - - -	47	9 6
Subscriptions - - - - -	6	6 -	Fuel - - - - -	37	8 7
Fine from petty sessions - - - - -	-	10 -	Rent - - - - -	9	18 -
Sub-constables for hospital charge - -	3	16 9	Contingencies - - - - -	1	15 3
Rent received for plot of ground - -	1	- -	Salaries and wages - - - - -	161	17 5
				532	5 1
			Balance - - - - -	379	12 4
£.	911	17 5	£.	911	17 5
1859:	£.	s. d.	1859:	£.	s. d.
Balance in favour of the public - - - -	379	12 4	Provisions - - - - -	289	16 7
Parliamentary grant - - - - -	87	4 10	Medicine - - - - -	11	5 5
Grand jury presentments - - - - -	400	- -	Furniture and repairs - - - - -	30	9 2
Subscriptions - - - - -	6	6 -	Fuel - - - - -	28	- 2
Fine from petty sessions - - - - -	1	5 -	Rent - - - - -	9	18 -
Sub-constables for hospital charge - -	11	1 8	Contingencies - - - - -	-	19 -
			Salaries and wages - - - - -	162	4 10
				532	13 2
			Balance - - - - -	352	16 8
£.	885	9 10	£.	885	9 10

INFIRMARIES—COUNTY OF CARLOW—continued.

INCOME.				EXPENDITURE.			
1860 :	£.	s.	d.	1860 :	£.	s.	d.
Balance in favour of the public - - -	352	16	8	Provisions - - - - -	323	5	11
Parliamentary grant - - - - -	84	16	7	Medicine - - - - -	24	3	4
Grand jury presentments - - - - -	400	-	-	Furniture and repairs - - - - -	51	1	10
Subscriptions - - - - -	36	15	-	Fuel - - - - -	45	15	2
Sub-constables for hospital charge - - -	-	13	4	Rent - - - - -	9	18	-
				Contingencies - - - - -	-	14	-
				Salaries and wages - - - - -	159	16	7
					614	14	10
				Balance - - - - -	280	6	9
£.	875	1	7	£.	875	1	7

	1858.	1859.	1860.
Patients in the House, 1 January - - - - -	19	24	19
Patients Admitted during Year - - - - -	327	318	307
Patients Discharged - - - - -	312	312	298
Patients that Died - - - - -	10	11	8
Patients Remaining, 31 December - - - - -	24	19	25
Average Daily Number of Patients - - - - -	23	23	28

John Alexander, Treasurer.

COUNTY OF CAVAN.

INCOME.							EXPENDITURE.												
1858 :						£.	s.	d.	1858 :						£.	s.	d.		
Government grant to surgeon	-	-	-	-	-	86	17	3	Provisions	-	-	-	-	-	-	343	2	6½	
County presentment	-	-	-	-	-	700	-	-	Medicines	-	-	-	-	-	-	49	6	1	
Subscriptions	-	-	-	-	-	35	7	-	Fuel and lighting	-	-	-	-	-	-	121	3	4	
Interest on stock	-	-	-	-	-	40	19	6	Salaries	-	-	-	-	-	-	208	5	6	
Other sources	-	-	-	-	-	13	11	5	Furniture and repairs	-	-	-	-	-	-	19	11	4	
									Incidents, including rent, taxes, sheeting, and house expenses	-	-	-	-	-	-	104	3	2½	
						£.	881	15	2							£.	840	12	¾
1859 :									1859 :										
Government grant to surgeon	-	-	-	-	-	7	6	8	Provisions	-	-	-	-	-	-	357	14	-	
County presentment	-	-	-	-	-	700	-	-	Medicines	-	-	-	-	-	-	100	15	1	
Interest on stock	-	-	-	-	-	37	15	1	Fuel and lighting	-	-	-	-	-	-	73	17	11	
Subscriptions	-	-	-	-	-	18	18	-	Furniture and repairs	-	-	-	-	-	-	35	12	6	
Other sources	-	-	-	-	-	25	14	6	Salaries	-	-	-	-	-	-	166	2	-	
									Incidents, including rent, taxes, house expenses, &c.	-	-	-	-	-	-	70	1	-	
						£.	789	14	3							£.	818	2	6
1860 :									1860 :										
County presentment	-	-	-	-	-	750	-	-	Provisions	-	-	-	-	-	-	404	15	3½	
Interest on stock	-	-	-	-	-	37	-	-	Medicines	-	-	-	-	-	-	66	6	9	
Subscriptions	-	-	-	-	-	35	4	-	Fuel and lighting	-	-	-	-	-	-	113	-	11½	
Other sources	-	-	-	-	-	15	13	7	Furniture and repairs	-	-	-	-	-	-	88	6	10	
									Salaries	-	-	-	-	-	-	169	-	-	
									Incidents, including rent, taxes, house expenses, &c.	-	-	-	-	-	-	70	1	11	
						£.	837	17	7							£.	920	10	9

INFIRMARIES—COUNTY OF CAVAN—continued.

	1858.	1859.	1860.
Number of Patients Remaining in House, 1 January	35	36	40
Number of Patients Admitted	506	523	530
Number of Patients Discharged	499	510	531
Number of Patients that Died	6	9	7
Number of Patients Remaining in House, 31 December	36	40	32
Average Daily Number of Patients	41½	43½	47½

W. H. Hutchinson, Clerk,
Secretary and Treasurer.

The above is a correct return of patients who have been admitted to County Cavan Infirmary during the period specified, for the treatment of all varieties of surgical and medical disease, fever only excepted. The patients have come from all parts of this county and from adjoining parts of neighbouring counties, from an area extending over 28 miles. All the capital operations have from time to time been performed, and no fewer than 70 cases of railway injuries of every degree of severity have been treated, some as extern and some as intern patients of this infirmary.

March 1862.

Andrew Mease, F.R.C.S.I., &c. &c., Surgeon.

COUNTY OF CLARE.

INCOME.			EXPENDITURE.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Yearly presentment	1,300	- -	Provisions	657	9 7
Subscriptions, pay-patients, and fines on servants	29	3 8	Fuel, bedding, medicines, rent and building	179	- 8
Yearly presentment for surgeon's salary	94	- -	Salaries and wages	423	- 10
Government allowance	87	4 10			
£.	1,510	8 6	£.	1,259	11 1
1859 :			1859 :		
Yearly presentment	1,400	- -	Provisions	600	14 3
Subscriptions, pay-patients, and fines on servants and profit on insurance	29	2 -	Fuel, bedding, medicines, rent and building	289	18 3
Yearly presentment for surgeon's salary	94	- -	Salaries and wages	421	11 2
Government allowance	85	15 2			
£.	1,608	17 2	£.	1,312	3 8
1860 :			1860 :		
Yearly presentment	1,400	- -	Provisions	664	9 8
Subscriptions, pay-patients, and fines on servants	18	- 4	Fuel, bedding, medicines, rent and building	312	13 6
Yearly presentment for surgeon's salary	94	- -	Salaries and wages	417	8 8
Government allowance	85	7 8			
£.	1,597	8 -	£.	1,394	11 10

	1858.	1859.	1860.
Number of Intern Patients in House, 1 January	70	87	85
Number of Patients Admitted	1,280	1,281	1,269
Number of Patients Discharged	1,251	1,266	1,254
Number of Patients that Died	16	16	21
Number of Patients Remaining	88	86	79
Average Daily Number of Patients	88	90	89

N.B.—There is no fever hospital in this county supported wholly or in part by Grand Jury Presentments.

Ennis, 22 August 1861.

Charles Mahon, Treasurer.

COUNTY OF DONEGAL.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Parliamentary grant - - - - -	44	10 11	Balance on last account as due to treasurer -	49	16 -
Annual subscriptions - - - - -	6	6 -	Income tax on Parliamentary grant - -	1	5 11
Presentments - - - - -	447	- -	Commission and stamp on receiving Parliamentary grant - - -	-	2 4
Interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> New Three per Cent. Stock - - - - -	73	4 -	Commission on receipt of interest - - -	-	3 6
Life subscriptions - - - - -	42	- -	Income tax on interest - - - - -	2	2 8
Parliamentary grant - - - - -	44	10 11	Commission on Parliamentary grant - - -	-	2 4
Presentments - - - - -	447	- -	Income tax on Parliamentary grant - - -	-	18 7
Interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> New Three per Cent. Stock - - - - -	73	4 -	Income tax on interest - - - - -	1	10 6
Amount received from constabulary and military patients when in hospital - -	12	10 10	Commission on interest - - - - -	-	3 9
	£.	1,190 6 8	Beef and mutton - - - - -	100	12 -
			Oatmeal - - - - -	63	5 -
			Groceries - - - - -	64	15 9
			Soap and candles - - - - -	19	2 -
			Bread - - - - -	100	18 -
			Sweet milk - - - - -	76	13 7½
			Buttermilk - - - - -	18	12 9½
			Potatoes - - - - -	9	15 9
			Wine, porter and spirits - - - - -	25	6 9
			Bedding, flannel and calico - - - - -	12	6 10
			Funeral expenses - - - - -	2	11 10
			Furniture - - - - -	15	1 8
			Building and repairs - - - - -	44	16 5
			Coals - - - - -	71	10 -
			Straw - - - - -	5	13 -
			Salaries and wages - - - - -	296	11 6
			Medicines and trusses - - - - -	61	15 4
			Contingencies - - - - -	36	14 2
			Presentments paid surgeon - - - - -	94	- -
			Balance in favour of the public - - -	29	3 8
				£.	1,190 6 8
1859:	£.	s. d.	1859:	£.	s. d.
Balance in favour of the public on last account - - - - -	29	8 8	Income tax paid on Parliamentary grant -	-	18 7
Parliamentary grant to January 1859 -	44	10 11	Commission and receipt stamp on Parliamentary grant - - -	-	2 4
County presentments - - - - -	447	- -	Commission on receipt of interest - - -	-	3 9
Interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> New Three per Cent. Stock - - - - -	73	4 -	Income tax on interest - - - - -	1	10 6
Sundry annual subscriptions - - - - -	28	7 -	Income tax on Parliamentary grant - - -	-	18 6
Life subscriptions - - - - -	21	- -	Commission and stamp on Parliamentary grant - - -	-	2 5
County presentment - - - - -	447	- -	Commission on receipt of interest - - -	-	3 6
Parliamentary grant to July 1859 - -	44	10 11	Income tax on interest - - - - -	3	19 4
Interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> New Three per Cent. Stock - - - - -	73	4 -			
Sundry sums received from constabulary and military patients when in hospital - -	48	- 4	Beef and mutton - - - - -	113	14 8
			Oatmeal - - - - -	62	9 6
			Groceries - - - - -	57	- 8
			Soap and candles - - - - -	18	- -
			Bread - - - - -	80	16 4
			Sweet milk - - - - -	77	12 8
			Buttermilk - - - - -	13	5 4
			Potatoes - - - - -	16	3 -
			Wine, porter and spirits - - - - -	23	13 8
			Bedding, flannel and calico - - - - -	29	13 4
			Funeral expenses - - - - -	3	18 -
			Furniture - - - - -	10	1 9
			Building and repairs - - - - -	26	2 10
			Coals - - - - -	67	14 -
			Straw - - - - -	4	18 3
			Salaries and wages - - - - -	297	17 -
			Medicine, trusses, &c. - - - - -	55	6 6
			Contingencies - - - - -	29	4 4
			Presentments to surgeon - - - - -	94	- -
			Commission on taking declaration to account -	-	1 6
			Stationery - - - - -	-	9 -
			Balance in favour of the public - - -	165	19 7
				£.	1,256 - 10
	£.	1,256 - 10			

INFIRMARIES—COUNTY OF DONEGAL—continued.

I N C O M E.		E X P E N D I T U R E.	
1860:	£. s. d.	1860:	£. s. d.
Balance in favour of the public on last account - - - - -	165 19 7	Income tax on Parliamentary grant - -	2 5 11
Parliamentary grant to January 1860 -	44 10 11	Commission on stock - - - -	- 2 3
County presentments - - - -	447 - -	Commission taking declaration on stock -	- 1 6
Half a year's interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> Three per Cent. Stock - - - -	73 4 -	Income tax on interest - - - -	1 10 6
'Annual subscriptions - - - -	18 18 -	Commission on interest - - - -	- 3 9
Fines from petty sessions - - - -	- 5 -	Receipt on Parliamentary grant - - -	- 2 3
Parliamentary grant to July 1860 - -	44 10 11	Income tax on Parliamentary grant - -	1 17 2
County presentment - - - -	447 - -	Income tax on receipt of interest - -	3 1 -
Half a year's interest on 4,880 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> Three per Cent. Stock - - - -	73 4 -	Commission on interest - - - -	- 3 6
Sundry sums received from constabulary and military patients when in hospital - -	31 9 2		
		£. s. d.	
		Beef and mutton - - - -	86 18 11
		Oatmeal - - - -	65 5 -
		Groceries - - - -	46 12 5
		Soap and candles - - - -	16 14 6
		Bread - - - -	74 4 11
		Sweet milk - - - -	78 11 6
		Buttermilk - - - -	12 10 6
		Potatoes - - - -	14 5 -
		Wine, porter and spirits - -	18 7 1
		Bedding, flannel and calico -	58 2 -
		Funeral expenses - - - -	4 10 -
		Furniture - - - -	9 10 2
		Building and repairs - - -	16 1 7
		Coal - - - -	69 11 11
		Straw - - - -	5 12 9
		Salaries and wages - - -	292 15 -
		Medicine, trusses, &c. - -	51 14 9
		Contingencies - - - -	29 10 6
			950 18 5
		Presentment paid surgeon - - - -	94 - -
		Postage - - - -	- - 10
		Balance in favour of the public - - -	291 14 6
£.	1,346 1 7	£.	1,346 1 7

Han. Mansfield, Treasurer.
James Gillespie, Steward.

	1858.	1859.	1860.
Number of Intern Patients, 1 January - - - - -	54	65	50
Number of Patients Admitted - - - - -	455	491	471
Number of Patients Discharged - - - - -	380	429	407
Number of Patients that Died - - - - -	10	12	15
Number of Patients Remaining - - - - -	65	50	49
Average Daily Number of Patients - - - - -	48 ³ / ₄	47	44

14 March 1862.

James Gillespie, Registrar.

COUNTY OF DOWN.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Interest on stock - - - - -	21	9 2	Butcher's meat - - - - -	85	- 9
Maintenance of patients - - - - -	2	7 6	Bread - - - - -	-	5 7
Maintenance of police - - - - -	6	7 6	Oatmeal - - - - -	41	1 9
Miscellaneous - - - - -	4	13 4	Flour - - - - -	113	1 10
Annual subscriptions - - - - -	18	17 -	Milk - - - - -	74	- 10
Grand jury presentments - - - - -	900	- -	Butter - - - - -	25	2 6
			Coals - - - - -	27	18 7
			Medicine - - - - -	69	5 4
			Carriage of medicine - - - - -	-	19 2
			Trusses - - - - -	3	8 -
			Soap, lard, gas, and candles - - - - -	41	18 8
			Wine and porter - - - - -	61	18 8
			Groceries - - - - -	81	9 8
			Oat straw - - - - -	3	5 -
			Bedding - - - - -	18	2 8
			House utensils - - - - -	8	17 10
			Repairs - - - - -	41	12 8
			Stationery and printing - - - - -	10	17 5
			Housekeeper's expenses - - - - -	4	12 5
			Surgeon's incidental expenses - - - - -	36	13 11
			Rent of grounds - - - - -	10	6 8
			Insurance of buildings - - - - -	3	15 -
			Salaries of officers - - - - -	114	14 1
			Postage and stamps - - - - -	1	6 4
				879	15 4
			Due to treasurer on 1 January 1858 - - -	64	10 1
				944	5 5
			Balance in hand, 1 January 1859 - - -	9	9 1
	£.	953 14 6		£.	953 14 6
1859:			1859:		
Interest on stock - - - - -	21	5 7	Butcher's meat - - - - -	84	16 -
Annual subscriptions - - - - -	32	11 -	Oatmeal - - - - -	31	5 8
Life subscriptions - - - - -	42	- -	Flour - - - - -	123	15 10
Maintenance of police - - - - -	15	7 6	Milk - - - - -	82	1 10
Maintenance of patients - - - - -	1	17 6	Butter - - - - -	28	12 -
Grand jury presentments - - - - -	950	- -	Coals - - - - -	52	11 2
Miscellaneous - - - - -	2	18 9	Medicine - - - - -	90	7 7
			Carriage of medicine - - - - -	-	14 4
			Trusses - - - - -	6	2 -
			Soap, lard, gas, and candles - - - - -	41	17 5
			Wine and porter - - - - -	67	17 10
			Groceries - - - - -	86	12 -
			Oat straw - - - - -	4	15 -
			Bedding - - - - -	47	18 2
			House utensils - - - - -	17	1 7
			Repairs - - - - -	47	17 11
			Boiler tanks and baths - - - - -	56	- -
			Printing and stationery - - - - -	12	3 10
			Surgeon's incidental expenses - - - - -	31	8 2
			Housekeeper's expenses - - - - -	6	10 2
			Rent of grounds - - - - -	10	6 8
			Insurance of buildings - - - - -	3	15 -
			Postage and stamps - - - - -	1	8 4
			Salaries of officers - - - - -	105	16 11
				1,041	10 5
			Balance in hand, 1 January 1860 - - -	33	19 -
	£.	1,075 9 5		£.	1,075 9 5

INFIRMARIES—COUNTY OF DOWN—continued.

INCOME.				EXPENDITURE.			
1860:	£.	s.	d.	1860:	£.	s.	d.
Interest on stock - - - - -	10	16	6	Butcher's meat - - - - -	84	15	6
Life subscription - - - - -	21	-	-	Flour and oatmeal - - - - -	192	12	8
Annual subscriptions - - - - -	37	11	-	Milk - - - - -	83	16	2
Maintenance of police - - - - -	12	8	6	Butter - - - - -	27	17	6
Maintenance of patients - - - - -	2	-	-	Coals - - - - -	40	4	-
Grand jury presentments - - - - -	850	-	-	Medicine - - - - -	72	6	9
Miscellaneous - - - - -	3	8	5	Trusses - - - - -	5	12	-
				Soap, lard, and gas - - - - -	45	2	7
				Wine and porter - - - - -	62	12	8
				Groceries - - - - -	84	16	8
				Oat straw - - - - -	6	8	3
				House utensils - - - - -	3	5	3
				Repairs - - - - -	16	19	3
				Printing and stationery - - - - -	7	3	9
				Rent of grounds - - - - -	10	6	8
				Surgeon's incidental expenses - - - - -	27	18	6
				Housekeeper's expenses - - - - -	25	16	10
				Insurance of buildings - - - - -	3	15	-
				Postage and stamps - - - - -	1	1	9
				Salaries of officers - - - - -	102	-	3
Balance in hand, 1 January 1860 - - -	987	4	5		914	11	7
	33	19	-	Balance in hand, 1 January 1861 - - -	56	11	10
£.	971	3	5	£.	971	3	5

	1858.	1859.	1860.
Number of Patients in the Infirmary - - - - -	40	49	53
Number of Patients Admitted - - - - -	472	493	442
Number of Patients Discharged - - - - -	453	468	431
Number of Patients that Died - - - - -	10	21	14
Number of Patients that Remained - - - - -	49	53	50
Average Daily Number of Patients - - - - -	45	47	50 $\frac{1}{2}$
Number of Externs Treated at Dispensary - - - - -	1,962	2,463	2,113
Number of Trusses supplied to the Poor - - - - -	48	69	49

Samuel K. Parkinson, Registrar.

COUNTY OF DROGHEDA.

INCOME.				EXPENDITURE.			
1858:	£.	s.	d.	1858:	£.	s.	d.
Parliamentary grant (less income tax) - - -	89	1	10	Subsistence of patients - - - - -	103	13	-
Corporation allowance - - - - -	50	-	-	Medicines - - - - -	16	4	10
Interest on corporation debentures - - - - -	28	1	6	Furniture and repairs - - - - -	16	9	5
County presentments - - - - -	151	17	9	Fuel - - - - -	13	9	2
Private subscriptions - - - - -	9	9	-	Stationery - - - - -	-	12	5
				Rent - - - - -	19	16	-
				Salaries - - - - -	153	11	10
£.	323	10	1	£.	323	16	8
1859:	£.	s.	d.	1859:	£.	s.	d.
Parliamentary grant (less income tax) - - -	89	1	10	Subsistence of patients - - - - -	97	16	3
Corporation allowance - - - - -	50	-	-	Medicines - - - - -	15	8	9
Interest on corporation debentures - - - - -	28	1	6	Furniture and repairs - - - - -	12	19	3
County presentments - - - - -	165	19	4	Fuel - - - - -	16	2	4
Private subscriptions - - - - -	9	9	-	Stationery - - - - -	-	19	3
				Rent - - - - -	19	16	-
				Salaries - - - - -	153	11	10
£.	337	11	8	£.	315	13	8

INFIRMARIES—COUNTY OF DROGHEDA—continued.

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
Parliamentary grant (less income tax) - - - -	89	1 10	Subsistence of patients - - - -	91	9 7
Corporation allowance - - - -	50	- -	Medicines - - - -	15	17 10
Interest on corporation debentures - - - -	23	1 6	Furniture and repairs - - - -	14	- 7
County presentments - - - -	173	18 11	Fuel - - - -	21	4 4
Private subscriptions - - - -	9	9 -	Stationery - - - -	-	13 2
			Rent - - - -	19	16 -
			Salaries - - - -	153	11 10
£.	345	11 3	£.	316	13 4

	1858.	1859.	1860.
Number of Patients in Infirmary, 1 January - - - -	9	10	5
Number Admitted - - - -	98	75	82
Number Discharged - - - -	81	78	77
Number that Died - - - -	6	2	3
Number Remaining, 31 December - - - -	10	5	7
Average Daily Number - - - -	7 $\frac{1}{2}$	6 $\frac{1}{4}$	6 $\frac{1}{2}$

20 August 1861.

Geo. Mathews, Accountant.

COUNTY OF DUBLIN (MEATH HOSPITAL).

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
County grant - - - -	553	16 10	Printing and stationery - - - -	7	18 5
Government stock (interest) - - - -	206	4 2	Coals - - - -	62	2 4
Parliamentary grant - - - -	86	9 10	Clothing - - - -	14	14 9
Donations - - - -	180	12 2	Furniture and repairs - - - -	50	12 -
Fines - - - -	-	14 -	Medicines - - - -	175	16 11
Bequests - - - -	185	9 11	Repairs of buildings - - - -	99	10 7
Grass sold - - - -	2	- -	Provisions - - - -	538	9 10
Subscriptions - - - -	273	19 7	Contingencies - - - -	27	3 3
House property - - - -	35	12 7	Gas - - - -	27	12 11
£.	1,533	19 1	Salaries and wages - - - -	403	15 5
			Insurance - - - -	9	14 1
			Soap and candles - - - -	20	1 1
			£.	1,437	11 9
1859:	£.	s. d.	1859:	£.	s. d.
County grant - - - -	553	16 10	Printing and stationery - - - -	11	9 10
Government stock (interest) - - - -	206	4 2	Coals - - - -	16	11 8
Parliamentary grant (included in income tax, refunded) - - - -	99	2 -	Clothing - - - -	17	3 10
Donations - - - -	2	- -	Furniture and repairs - - - -	49	- -
Fines - - - -	-	1 -	Medicines - - - -	170	13 11
Bequests - - - -	9	1 5	Repairs of, and building - - - -	238	7 4
Grass sold - - - -	2	2 6	Provisions - - - -	484	- 8
Subscriptions - - - -	268	10 8	Contingencies - - - -	27	6 10
House property - - - -	132	4 6	Gas - - - -	40	11 -
£.	1,553	12 1	Salaries and wages - - - -	367	9 6
			Insurance - - - -	9	14 1
			Soap and candles - - - -	13	2 5
			£.	1,435	10 8

INFIRMARIES—COUNTY OF DUBLIN (MEATH HOSPITAL)—continued.

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
County grant - - - - -	553	16 10	Printing and stationery - - - - -	5	4 5
Government stock (interest) - - - - -	200	12 6	Coals - - - - -	171	19 2
Donations - - - - -	8	- -	Clothing - - - - -	27	5 5
Fines - - - - -	-	2 -	Furniture and repairs - - - - -	59	10 -
Bequests - - - - -	224	- 1	Medicines - - - - -	232	5 -
Grass sold - - - - -	1	2 6	Repairs of building - - - - -	512	12 8
Subscriptions - - - - -	261	10 10	Provisions - - - - -	511	12 5
House property - - - - -	183	8 11	Contingencies - - - - -	32	17 2
Parliamentary grant - - - - -	85	15 -	Gas - - - - -	31	18 -
	£.	1,518 8 8	Salaries and wages - - - - -	355	13 4
			Insurance - - - - -	9	14 1
			Soap and candles - - - - -	14	17 5
				£.	1,965 9 2

	Infirmary.			Fever Department.		
	1858.	1859.	1860.	1858.	1859.	1860.
Number of Patients - - - - -	52	57	55	8	13	21
Number of Patients Admitted - - - - -	810	810	856	253	256	227
Number of Patients Discharged - - - - -	767	785	822	228	233	211
Number of Patients that Died - - - - -	38	27	28	30	15	22
Number of Patients Remaining - - - - -	57	55	61	13	21	15
Average Daily Number of Patients - - - - -	52½	51½	60½	11½	15½	14½

2 October 1861.

Edwd. B. Stanley, Registrar.

COUNTY OF FERMANAGH.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance in hands of treasurer on 5 January -	148	14 7½	The treasurer of this year having kept part of the accounts, and being now dead, the items of expenditure are not to be had.		
County presentments - - - - -	900	- -			
Annual subscriptions, and from other sources	53	5 4½	Expenditure - - - - -	863	2 5
	£.	1,102 - -	Balance in hands of treasurer - - - - -	238	17 7
				£.	1,102 - -
1859:	£.	s. d.	1859:	£.	s. d.
Balance in hands of treasurer on 5 January -	238	17 7	Bread - - - - -	116	19 -
County presentments - - - - -	800	- -	Meal - - - - -	20	11 -
Annual subscriptions - - - - -	15	15 -	Milk - - - - -	82	4 8
Subsistence of constabulary - - - - -	6	- -	Ment - - - - -	107	2 11
Petty sessions fines - - - - -	1	4 2	Tea and sugar - - - - -	67	10 2
Interest on 433 <i>l.</i> 17 <i>s.</i> 1 <i>d.</i> of Three per Cent. Stock - - - - -	6	7 9	Wine, spirits and porter - - - - -	24	3 4
Interest allowed by bank on treasurer's account - - - - -	1	10 6	Medicines - - - - -	54	13 4
Drawback of income tax - - - - -	-	6 9	Trusses, surgical instruments and repairs - - - - -	32	10 6
	£.	1,070 1 9	Blankets, sheeting and calico - - - - -	28	6 10
			House repairs, furniture and utensils - - - - -	18	19 2
			Fuel and light - - - - -	77	11 6
			Rent and insurance - - - - -	10	11 7
			Miscellaneous - - - - -	60	8 8
			Salaries and wages - - - - -	601	12 8
				112	15 2
			Expenditure - - - - -	804	7 10
			Balance in hands of treasurer - - - - -	265	13 11
				£.	1,070 1 9

INFIRMARIES—COUNTY OF FERMANAGH—continued.

INCOME.		EXPENDITURE.	
1860:	£. s. d.	1860:	£. s. d.
Balance in hands of treasurer on 5 January -	265 13 11	Bread - - - - -	118 14 3½
County presentments - - - -	700 - -	Meal - - - - -	29 13 4
Annual subscriptions - - - -	18 18 -	Milk - - - - -	103 4 4
Subsistence of constabulary - - -	10 13 4	Meat - - - - -	115 11 4½
		Ten and sugar - - - - -	71 9 2
		Wine, spirits and porter - - - -	22 4 6
		Medicines - - - - -	55 19 -
		Trusses, surgical instruments and repairs -	36 18 6
		Blankets, sheeting and calico - - -	10 19 4
		House repairs, furniture and utensils -	22 10 7
		Fuel and light - - - - -	84 19 9
		Rent and insurance - - - - -	10 5 11
		Miscellaneous - - - - -	48 8 5½
			730 18 6½
		Salaries and wages - - - - -	121 7 -½
			852 5 7
		Expenditure - - - - -	142 19 8
		Balance in hands of treasurer - - -	
£.	995 5 3	£.	995 5 3

	1858.	1859.	1860.
Number of Patients in the House on 5 January -	54	46	42
Number of Patients Admitted -	711	715	679
Number of Patients Discharged -	707	706	672
Number of Patients that Died -	12	13	9
Number of Patients Remaining -	46	42	40
Average Number of Patients in Hospital Daily -	49	44	42

18 September 1861.

James Hall, Registrar.

COUNTY OF GALWAY.

INCOME.		EXPENDITURE.	
1858:	£. s. d.		
Grand jury presentments - - - -	778 - -	No record in my office.	
1859:			
Grand jury presentments - - - -	978 - -		
1860:			
Grand jury presentments - - - -	978 - -		

2 January 1862.

Denis Kerrison, Treasurer.

COUNTY OF KERRY.

The County of Kerry Infirmary, at Tralee, is supported principally by public funds, and also by private subscriptions.

I N C O M E.			E X P E N D I T U R E.		
• 1858:	£.	s. d.	1858:	£.	s. d.
Grand jury presentments - - - -	650	- -	Weekly bills - - - - -	307	8 2
Parliamentary allowance to the surgeon, after deducting pells and poundage and income-tax - - - - -	87	4 10	Salaries and wages - - - - -	223	4 10
Annuity from the Ventry Estate, bequeathed to said infirmary by the will of William Meade - - - - -	9	4 7	Rent and taxes - - - - -	60	13 10
Subscription of Right Rev. Dr. Moriarty, as an annual governor - - - - -	3	3 -	Medicines and leeches - - - - -	69	7 1
Subscription of Rev. John Mawe, as annual governor - - - - -	3	3 -	Furniture and repairs - - - - -	22	1 2
For manure sold - - - - -	1	- -	Contingencies - - - - -	20	11 5
£.	758	15 5	£.	703	6 6
1859:			1859:		
Grand jury presentments - - - - -	700	- -	Weekly bills - - - - -	331	3 9
Parliamentary allowance to the surgeon, after deducting pells and poundage and income-tax - - - - -	85	15 2	Salaries and wages - - - - -	222	17 1
Annuity from the Ventry Estate, bequeathed to said infirmary by the will of William Meade - - - - -	9	4 7	Rent and taxes - - - - -	68	16 8½
Subscription of Right Rev. Dr. Moriarty, as annual governor - - - - -	3	3 -	Medicines and leeches - - - - -	42	7 -
Subscription of Rev. John Mawe, as annual governor - - - - -	3	3 -	Furniture and repairs - - - - -	218	14 0
For manure sold - - - - -	1	2 6	Contingencies - - - - -	32	6 8½
From the constabulary - - - - -	1	6 8	£.	916	6 -
£.	803	14 11			
1860:			1860:		
Grand jury presentments - - - - -	700	- -	Weekly bills - - - - -	401	13 9½
Parliamentary allowance to the surgeon, after deducting pells and poundage and income-tax - - - - -	85	7 8	Salaries and wages - - - - -	238	18 7
Annuity from the Ventry Estate, bequeathed to said infirmary by the will of William Meade - - - - -	9	4 7	Rent and taxes - - - - -	73	16 5½
Subscription of Right Rev. Dr. Moriarty, as annual governor - - - - -	3	3 -	Medicines and leeches - - - - -	77	9 3
Subscription of Rev. John Mawe, as annual governor - - - - -	3	3 -	Furniture and repairs - - - - -	77	15 3
For old presses sold by auction - - - - -	-	5 9	Contingencies - - - - -	25	19 10
For manure sold - - - - -	1	6 -	£.	895	13 2
From the constabulary - - - - -	4	13 2			
£.	807	8 2			

	1858.	1859.	1860.
Number of Intern Patients on 1 January - - - - -	30	36	56
Number Admitted - - - - -	578	564	518
Number Discharged - - - - -	565	557	510
Number that Died - - - - -	7	7	10
Number that Remained - - - - -	36	36	34
Average Daily Number of Patients - - - - -	33	33	32
Number of Extern Patients - - - - -	3,529		

Spring Lodge, Tralee.

William Rowan, Treasurer.

COUNTY OF KILDARE.

INCOME.

1858:	£.	s.	d.
County presentments:			
For maintenance - - - -	1,000	-	-
For surgeon - - - - -	94	-	-
Subscriptions:			
Robert Borrowes, Esq. (life) - -	21	-	-
The Athy Loan Fund (annual) - -	3	3	-
G. P. Mansfield, Esq. (annual) - -	3	3	-
Maintenance of police - - - -	9	5	10
Sundries - - - - -	2	4	6
£.	1,192	16	4

EXPENDITURE.

1858:	£.	s.	d.
Bread - - - - -	111	3	7
Meat - - - - -	82	-	7
Milk - - - - -	133	14	4
Oatmeal - - - - -	23	14	-
Porter, wine, and whisky - - -	11	17	-
Tea, sugar, pepper, salt, &c. - -	1	14	6
Medicine - - - - -	44	15	6
Tow - - - - -	1	17	4
Instruments - - - - -	4	4	8
Leeches - - - - -	3	6	-
Fuel - - - - -	40	12	6
Lump oil and wick, &c. - - -	3	10	11
Soap, starch, and blue - - -	7	13	-
Printing, &c. - - - - -	2	6	0
Postage - - - - -	1	9	5
New books and stationery - - -	1	18	10
Sheeting - - - - -	12	7	1
Soft goods - - - - -	1	17	0
Thread, needles, &c. - - - -	-	8	11
Delph - - - - -	2	15	10
Brushes and mops - - - - -	3	13	-
Hardware - - - - -	1	18	10
Repairs of house and furniture -	14	17	2½
Sundries - - - - -	21	4	8½
Surgeon's salary - - - - -	200	-	-
Secretary's salary - - - - -	40	-	-
Matron's salary - - - - -	21	-	-
Porter's salary - - - - -	13	10	-
Salaries of two nurses and wardman -	27	-	-
Salaries of cook and charwoman -	8	12	8
£.	844	14	5

1859:	£.	s.	d.
County presentments:			
For maintenance - - - - -	850	-	-
For surgeon - - - - -	94	-	-
Subscriptions:			
G. P. L. Mansfield, Esq. (annual) -	3	8	-
The Athy Loan Fund (annual) - -	3	3	-
Maintenance of police - - - -	29	12	6
Sundries - - - - -	2	2	-
Balance in treasurer's hands from last year -	108	16	7
£.	1,085	16	1

1859:	£.	s.	d.
Bread and milk - - - - -	232	12	11
Meat and oatmeal - - - - -	112	14	1
Tea, sugar, and eggs - - - -	3	4	11
Whisky and wine - - - - -	9	13	-
Porter, rice, salt, and spices -	4	11	8
Fuel - - - - -	66	-	-
Candles, oil, &c. - - - - -	5	4	6
Soap, starch, and blue - - -	5	17	8
Medicine - - - - -	45	6	11
Leeches - - - - -	6	-	-
Tow - - - - -	1	17	10
Instruments - - - - -	10	1	-
Sheets, calico, &c. - - - - -	18	17	4
Hardware - - - - -	10	8	6
Repairs of house, furniture, &c. -	24	10	2
Printing and postage - - - -	3	18	8
Incidentals - - - - -	33	-	8
Surgeon's salary - - - - -	200	-	-
Secretary's salary - - - - -	40	-	-
Matron's salary - - - - -	21	-	-
Porter's salary - - - - -	15	-	-
Nurses' salaries (2) - - - - -	13	15	-
Wardman's salary - - - - -	7	12	2
Cook and laundress's salaries -	14	-	-
£.	905	16	-

INFIRMARIES—COUNTY OF KILDARE—continued.

I N C O M E.			E X P E N D I T U R E.		
1860:	£.	s. d.	1860:	£.	s. d.
Balance in treasurer's hands from last year -	180	- 1	Bread - - - - -	108	7 8
Subscriptions:			Milk - - - - -	116	14 2
The Athy Loan Fund (annual) - -	3	3 -	Meat - - - - -	102	5 7
G. P. L. Mansfield, Esq. (annual) -	3	3 -	Oatmeal - - - - -	26	10 4
Lady C. Wolfe (life) - - - - -	21	- -	Porter - - - - -	4	15 -
County presentments:			Whisky - - - - -	8	10 -
For maintenance - - - - -	800	- -	Wine - - - - -	4	18 -
For surgeon - - - - -	94	- -	Tea and sugar - - - - -	25	5 3
Maintenance of police - - - - -	43	5 -	Eggs, butter, pepper, and salt - - - - -	3	8 5
Trusses sold - - - - -	-	7 6	Rice and barley - - - - -	-	8 6
Dr. Chaplin, for medicine - - - - -	1	1 -	Fuel - - - - -	45	11 9
			Light - - - - -	7	1 11
			Soap, starch, blue, and soda - - - - -	8	3 6
			Instruments - - - - -	3	16 8
			Medicines, leeches, tow, &c. - - - - -	51	2 -
			Printing and advertising - - - - -	2	18 8
			Sheeting and calico - - - - -	7	11 2
			Brushes, mops, and hardware, &c. - - - - -	15	7 8
			A washing machine - - - - -	12	12 -
			Repairs, &c., of house and furniture - - - - -	56	17 4
			Incidentals (carriage of coals, insurance, &c.) - - - - -	40	7 9
			Salaries of officers - - - - -	264	5 6
			Salaries of servants - - - - -	51	2 -
			Superannuation to matron - - - - -	14	5 7
			Superannuation to cook - - - - -	1	15 -
£.	1,145	19 7	£.	984	1 5

	1858.	1859.	1860.
Number of Patients in the Infirmary, 1 January - - - - -	28	20	29
Number of Patients Admitted - - - - -	616	604	603
Number of Patients Discharged - - - - -	612	579	594
Number of Patients that Died - - - - -	18	16	15
Number of Patients Remaining - - - - -	21	29	33
Average Daily Number of Patients - - - - -	34½	31½	34½

28 August 1861.

S. Chaplin, M.D., Surgeon.

COUNTY OF KILKENNY.

I N C O M E.			E X P E N D I T U R E.		
1858:	£.	s. d.	1858:	£.	s. d.
Grand jury presentments - - - - -	750	- -	Provisions - - - - -	351	1 2
Government allowance - - - - -	86	17 5	Coal, medicines, gas, &c. - - - - -	168	2 4
Bequest of the late James Switzer, Esq. -	29	1 4	Linen, calico, ticking, &c. - - - - -	34	3 6
Subscriptions - - - - -	27	6 -	Repairs, &c. - - - - -	27	17 9
Fines at petty sessions - - - - -	2	5 -	Salaries - - - - -	230	4 5
Pay patients - - - - -	-	13 8			
£.	896	3 5	£.	811	9 2

INFIRMARIES—COUNTY OF KILKENNY—continued.

INCOME.				EXPENDITURE.			
1859 :	£.	s.	d.	1859 :	£.	s.	d.
Grand jury presentments - - - -	750	-	-	Provisions - - - - -	381	1	5
Government allowance - - - -	87	4	10	Coals, medicines, gas, &c. - - - -	182	2	3
Bequest of the late James Switzer, Esq. -	28	12	3	Linen, calico, &c. - - - - -	8	14	3
Subscriptions - - - - -	9	9	-	Repairs, &c. - - - - -	22	5	3
Pay patients - - - - -	8	9	2	Salaries - - - - -	231	14	2
Fines at petty sessions - - - - -	-	10	-				
	£.	884	5 3		£.	825	17 4
1860 :				1860 :			
Grand jury presentments - - - -	750	-	-	Provisions - - - - -	355	-	5
Government allowance - - - -	84	16	7	Coal, medicines, &c. - - - - -	119	14	11
Bequest of the late James Switzer, Esq. -	29	10	5	Linen, calico, ticking, &c. - - - -	34	5	2
Subscriptions - - - - -	30	9	-	Repairs, &c. - - - - -	33	8	-
Pay patients - - - - -	12	9	7	Salaries - - - - -	228	3	7
Fines at petty sessions - - - - -	-	5	-				
	£.	907	10 7		£.	770	12 1

	1858.	1859.	1860.
Number of Intern Patients, 1 January - - - - -	19	25	22
Number of Patients Admitted - - - - -	285	298	253
Number of Patients Discharged - - - - -	253	284	220
Number of Patients that Died - - - - -	5	17	12
Number of Patients that Remained - - - - -	24	22	21
Average Daily Number of Patients - - - - -	31	33	32

27 August 1861.

John Goslin, Secretary.

KING'S COUNTY.

INCOME.				EXPENDITURE.
1858 :	£.	s.	d.	There is no Fever Hospital or other Infirmary supported wholly or in part by grand jury presentments in the King's County. The treasurer has no knowledge of the expenditure of the County Infirmary, or of the number of patients admitted or discharged, or remaining in the infirmary on the last day of each year.
Grand jury presentments - - - -	627	13	8	
1859 :				
Grand jury presentments - - - -	637	15	3	
1860 :				
Grand jury presentments - - - -	647	16	10	

J. F. Armstrong, Treasurer.

COUNTY OF LEITRIM.

INCOME.				EXPENDITURE.			
1858 :				1858 :			
Balance - - - - -	£.	s.	d.	Salaries - - - - -	£.	s.	d.
County presentment - - - - -	10	16	1½	Provisions - - - - -	212	-	2
Parliamentary grant - - - - -	553	18	8	Wine and groceries - - - - -	230	4	4½
The Rev. George Beresford, as annual governor - - - - -	84	16	7	Furniture, repairs, &c. - - - - -	16	17	2
Sub-constable John Overend, 20 days' maintenance, &c. - - - - -	3	3	-	Fuel - - - - -	33	12	7½
Sub-constable John M'Manus, 55 days' maintenance, &c. - - - - -	-	16	8	Soap and candles - - - - -	62	18	2
Sub-constable John Mulvey, 48 days' maintenance, &c. - - - - -	2	6	10	Medicines, &c. - - - - -	6	18	-
	2	-	-	Contingencies - - - - -	35	8	3½
				Rent, taxes, and insurances - - - - -	3	6	9
				Balance due by treasurer - - - - -	16	10	-
	£.	657	16 10½		34	3	4
1859 :				1859 :			
Balance - - - - -	£.	s.	d.	Salaries - - - - -	£.	s.	d.
County Presentment - - - - -	34	3	4	Provisions - - - - -	191	12	6
Parliamentary grant - - - - -	526	19	4	Wine and groceries - - - - -	190	14	-½
The Rev. George Beresford, as annual governor - - - - -	85	15	2	Furniture, repairs, &c. - - - - -	12	1	11½
Constable Patrick Burke, 65 days' maintenance, &c. - - - - -	3	3	-	Fuel - - - - -	32	4	8
	2	14	1	Soap and candles - - - - -	60	3	3
	£.	652	14 11	Medicines, &c. - - - - -	7	1	1
1860 :				Contingencies - - - - -	59	12	9
Balance - - - - -	£.	s.	d.	Rent, taxes, and insurance - - - - -	4	15	9
County presentment - - - - -	78	0	-	Balance due by treasurer - - - - -	16	2	11
County presentment - - - - -	553	18	8		78	0	-
Parliamentary grant - - - - -	85	7	8		£.	652	14 11
The Rev. George Beresford, as annual governor - - - - -	3	3	-	1860 :			
William Lawder, Esq., as annual governor - - - - -	3	3	-	Salaries - - - - -	£.	s.	d.
Sub-constable Robert M'Lean, 58 days' maintenance, &c. - - - - -	2	8	3	Provisions - - - - -	190	9	6
	£.	726	6 7	Wine and groceries - - - - -	248	2	5½
				Furniture, repairs, &c. - - - - -	18	16	2½
				Fuel - - - - -	52	12	9
				Soap and candles - - - - -	65	15	5
				Medicines, &c. - - - - -	7	15	1
				Contingencies - - - - -	68	16	7
				Rent, taxes, and insurance - - - - -	4	12	11
				Balance due by treasurer - - - - -	16	3	5
					63	2	3
					£.	726	6 7

	1858.	1859.	1860.
Number of Patients in Hospital on 1st January - - - - -	35	26	34
Number of Patients Admitted - - - - -	409	366	407
Number of Patients that Remained - - - - -	26	34	32
Number of Patients that Died - - - - -	10	9	9
Number of Patients Discharged, Cured and Incurable - - - - -	408	349	400
Average Daily Number of Patients for the Year - - - - -	30½½½	25½½½	33½½½

C. B. Peyton, Treasurer.

COUNTY OF LIMERICK.

INCOME.

1858 :	£.	s.	d.
Balance on hand, 5 January 1858 - - - - -	240	13	-
	£.	s.	d.
Grand Jury presentments - - - - - 1,400 - -			
Less fees - - - - - - 3 4			
One year's Parliamentary grant - - - 88 19 10			
Less income tax, fees and letter of credit - - - - - 2 2 8			
One year's interest, Mrs. Banks' bequest - 30 - -			
Less stamp - - - - - - - 2			
One year's interest, Earl of Limerick - - - - - 60 - -			
One year's rent-charge, Earl of Limerick - - - - - 18 9 2			
One year's rent of old infirmary - - - 15 - -			
Less half year's poor rates - - - - - 15 1			
Governor's subscriptions - - - - - - - -			
Received for treatment of police - - - - - 3 - -			
Fines from Abbeyfeal and Newpalls Petty Sessions - - - - - 11 - -			
	£.	1,903	19 9

1859 :	£.	s.	d.
Balance on hand, 5 January 1860 - - - - -	104	16	4
	£.	s.	d.
Grand Jury presentments - - - - - 1,400 - -			
Less fees - - - - - - 3 4			
One year's Parliamentary grant - - - 88 19 10			
Less income tax, fees, &c. - - - - - 3 2 6			
One year's interest, Mrs. Banks' bequest 30 - -			
Less stamp - - - - - - - 2			
One year's interest, Earl of Limerick - - - - - 60 - -			
One year's rent-charge, Earl of Limerick - - - - - 18 9 2			
One year's rent of old infirmary - - - 15 - -			
Less half year's poor rates - - - - - 13 9			
Governor's subscriptions - - - - - - - -			
Sale of old timber - - - - - - - -			
	£.	1,880	2 9

EXPENDITURE.

1858 :	£.	s.	d.
Diet of patients - - - - -	587	15	9
Board wages, and wages of servants - - - - -	180	1	-
Medicines - - - - -	32	5	9
Wine and whiskey - - - - -	14	4	10
Leeches, surgical instruments and repairs - - - - -	10	3	5
Lard, linseed meal, trusses - - - - -	10	-	2
Tow, wadding, &c., calico, flannels, &c. - - - - -	4	10	10
Fuel, coal, turf - - - - -	50	1	-
Salaries - - - - -	329	13	4
Soap, starch and washing soda - - - - -	35	16	5
Gas, per meter - - - - -	10	1	-
Candles - - - - -	10	5	9
Building water closets, lavatories, &c., as per contract - - - - -	253	15	6
J. Fagerty, architect, superintending the above work - - - - -	15	-	-
Repairs, mason, carpenter and slaters' work - - - - -	31	6	5
Repairs, glazing, plumbing, painting, metal and tin work - - - - -	52	16	8
Straw - - - - -	8	11	3
Two wooden legs for M'Mahon and Nihill, patients - - - - -	1	18	-
Premium of insurance, Globe Fire Insurance Company - - - - -	3	-	-
	£.	s.	d.
Rent of old infirmary - - - - - 20 3 10			
Less poor rates and income tax - - - - - 1 8 5			
Advertising for contracts, &c. - - - - -	3	16	-
Limerick Waterworks Company - - - - -	5	10	-
Cleaning sewers - - - - -	1	6	6
Compensation for a cloak, as per resolution - - - - -	1	-	-
Two years' printing and stationery to 6 January 1859 - - - - -	11	11	8
Coffins - - - - -	2	18	6
Incidentals, car-hire for patients, house-liners, brooms, sand, &c. - - - - -	10	17	5
Furniture, house linen, towels, matting, &c. - - - - -	7	-	9
By balance on hand, 5 January 1859 - - - - -	104	16	4
	£.	1,903	19 9

1859 :	£.	s.	d.
Diet of patients - - - - -	523	2	10
Board wages and wages of servants - - - - -	180	13	-
Medicines - - - - -	6	14	1
Wine, brandy and whiskey - - - - -	23	10	4
Leeches, lard and trusses - - - - -	35	12	6
Surgical instruments and repairs, linseed meal - - - - -	9	18	2
Oilcloth and wadding, calico, tow, flannel - - - - -	6	13	-
Furniture, house linen, &c. - - - - -	78	18	4
Repairs, mason, slater and carpenters - - - - -	12	16	9
Smith, plumber, glazing, hardware and tin-work - - - - -	25	12	5
Fitting and setting-up steam boilers, &c. - - - - -	16	11	8
Salaries, see particulars of - - - - -	329	13	4
Waterworks Company, to 24 September 1860 - - - - -	5	10	-
Insurance, premium to Globe Insurance Company, for 4,000 l. - - - - -	3	-	-
Soap, starch and washing soda - - - - -	24	4	2
Gas, per meter - - - - -	8	12	6
Candles - - - - -	6	15	7
Fuel, coal - - - - -	153	19	1
Turf and carriage - - - - -	5	-	-
Straw - - - - -	9	11	1
Wooden leg for a patient - - - - -	-	18	-
	£.	s.	d.
Rent due to Lord Limerick, out of old infirmary - - - - - 20 3 10			
Less income tax and poor rates to June 1860 - - - - - 1 6 11			
Two years' rent to Corporation of Limerick, to 29 September 1858 - - - - -	10	10	-
Paving yards - - - - -	3	17	6
Cleaning sewers - - - - -	1	-	-
Repairing pumps - - - - -	-	16	6
Books, printing and stationery - - - - -	15	8	11
Coat, vest, trousers and cap for Pat Leonard, labouring man - - - - -	1	17	-
Advertising for contracts, &c. - - - - -	2	9	6
Incidentals, coffins, fowl, sending patients home, postage, whitewash brushes, lime, sand, brooms, &c. - - - - -	5	17	11
By balance on hand 5 January 1860 - - - - -	548	2	-
	£.	1,880	2 9

INFIRMARIES—COUNTY OF LIMERICK—continued.

INCOME.			EXPENDITURE.		
1860:			1860:		
Balance on hand 5 January 1860	-	348 2 10	Diet of patients from 6 January 1860 to 5 January 1861	-	791 12 3
Grand Jury presentments	-	1,400 - -	Board wages, and wages of servants	-	186 9 9
	£. s. d.		Medicines	-	92 15 6
Parliamentary grant, 8 March 1859	-	43 - -	Wine	-	7 11 10
Entered in error, should be	-	43 12 2	Brandy	-	- 17 6
	-	12 2	Whiskey	-	9 1 -
See Adams & Patterson's letter of February 1860, made as follows:			Surgical instruments	-	3 - -
Parliamentary grant	-	89 1 10	Leeches	-	22 4 2
Entered as	-	88 19 10	Trusses	-	3 2 -
See Audit Office letter, 15 March 1860	-	- 2 -	Lard	-	7 - 10
Overcharged on deductions	-	- 10 2	Calico and flannel	-	2 9 4
	-	12 2	Tow	-	3 - 4
One year's rent-charge, G. Rose, to 1 November 1857, by representatives	-	9 4 7	Linseed meal	-	4 4 -
Less income tax	-	- 8 10	Furniture, house linen, blankets, &c. &c.	-	44 - 2
	-	8 15 9	Repairs, slater, mason, whitewashing, &c.	-	10 12 2
Half-year's rent-charge, G. Rose, 1 May 1858	-	4 12 4	Repairs, smith work, plumbing, glazing, and cleaning clock	-	15 6 5
Less income tax	-	- 2 8	Repairs, carpenter, hardware and tin-work	-	8 11 11
	-	4 9 8	Salaries	-	329 13 4
One year's rent-charge, G. Rose, 1 May 1859	-	9 4 7	Waterworks Company, to 24 September 1860	-	5 10 -
Less poor rates, December 1858, 3s. 4½d., income tax, 3s. 9d.	-	- 7 1½	Insurance, premium to Globe Insurance Company, for 4,000l.	-	3 - -
	-	8 17 5½	Soap, starch and washing soda	-	24 12 10
One year's rent-charge, G. Rose, 1 May 1860	-	9 4 7	Gas, per meter	-	15 18 -
Less poor rates, 11 December 1859, 4s. 1½d., income tax, 6s. 9d.	-	- 10 10½	Candles	-	6 16 -
	-	8 13 8½	Fuel, coal	-	78 18 -
One year's Parliamentary grant, to 8 July 1860	-	85 11 2	Turf and carriage	-	9 6 -
Less for order	-	- - 3	Straw	-	24 17 3
	-	85 10 11	Wooden leg for a patient	-	- 18 -
One year's interest, Mrs. Banks' bequest, to 13 October 1860	-	30 - -		£. s. d.	
Less for stamp	-	- - 2	One year's rent due to Lord Limerick, out of old infirmary, to September 1860	-	20 3 10
	-	29 19 10	Less income tax and poor rates to June 1860	-	1 18 4
One year's interest, Earl of Limerick, 9 August 1860	-	60 - -		-	18 5 6
One year's rent-charge, Earl of Limerick, 24 June 1860	-	18 9 2	One year's rent to Corporation of Limerick, 29 September 1860	-	5 5 -
One year's rent of old infirmary, 29 September 1860	-	15 - -	Books, printing and stationery	-	14 3 10
Less half poor rates	-	1 2 -	Advertising for contracts, &c. &c.	-	2 8 -
	-	13 18 -	Incidentals, coffins, sending home patients, room rubbing, limers, &c.	-	10 16 5
Governors' subscriptions	-	78 15 -	Solicitor's costs for recovery for arrears of G. Rose's annuity	-	2 2 -
Income tax to be allowed on rent due, Lord Limerick, paid 15 June 1860, charged	-	10 1 11	Solicitor's costs for prosecution of P. Leonard, convicted of robbery	-	1 10 -
Should be	-	9 17 9		-	303 19 3
	-	4 2	By balance on hand, 5 January 1861	-	
Fines from Abbeyfeale Petty Sessions, from clerk of petty sessions	-	1 - -		£.	2,000 18 8
Fine from a nurse tender for inattention, per resolution of the Board	-	- 10 -			
Cash not paid Patt Leonard, who was convicted of embezzlement	-	2 - -			
	£.	2,000 18 8			

	1858.	1859.	1860.
Number of Patients under Treatment, 6 January	63	72	67
Number of Patients Admitted	809	830	841
Number of Patients Discharged	865	820	820
Number of Patients Died	25	16	22
Number of Patients Remaining under Treatment	72	67	66
Average Number of Patients in Hospital during the Year	73	78	74

10 September 1861.

J. W. Mahony, Treasurer.
Edward M. Guerin, Registrar.

CITY AND COUNTY OF LONDONDERRY.

I N C O M E.				1858.	1859.	1860.
				£. s. d.	£. s. d.	£. s. d.
Balance from last year's account - - - - -				1,128 4 2	480 5 8	504 16 7
Presentment from grand jury at spring assizes - -				500 - -	700 - -	700 - -
Ditto - - ditto - - for salary of surgeon - -				47 - -	47 - -	47 - -
Ditto - - ditto - - at summer assizes - -				- - - -	500 - -	500 - -
Ditto - - ditto - - for salary of surgeon - -				47 - -	47 - -	47 - -
Presentment from grand jury at spring assizes for im-				- - - -	- - - -	200 - -
provements - - - - -				- - - -	- - - -	245 7 -
Subscriptions of governors - - - - -				169 18 -	202 18 -	- - - -
The guardians of the Londonderry Union, expenses of				- - - -	- - - -	- - - -
the fever hospital - - - - -				188 17 2	98 2 6	158 8 9
Weekly subscriptions of the men employed on Lon-				- - - -	- - - -	- - - -
donderry Bridge - - - - -				- 9 7	- - - -	- - - -
Interest on account with bank - - - - -				14 11 11	12 19 2	16 13 -
Amount received for maintenance of soldiers, sailors and				- - - -	- - - -	- - - -
police - - - - -				12 - -	20 15 1	10 2 -
Pigs sold - - - - -				20 15 8	25 14 -	14 15 6
Sundry receipts - - - - -				9 4 7	1 4 2	11 2 0
Potatoes - - - - -				- - - -	10 - -	- - - -
£.				2,138 1 1	2,145 18 6	2,455 5 4

E X P E N D I T U R E.				1858.	1859.	1860.
				£. s. d.	£. s. d.	£. s. d.
Oatmeal - - - - -				50 - -	56 17 6	59 7 8
Bread and flour - - - - -				131 1 7	105 13 7	140 11 7
Potatoes - - - - -				6 4 11	16 - 10	- - - -
Beef and ox-heads - - - - -				122 18 7	119 13 -	118 9 3
Tea - - - - -				62 16 6	65 8 7	72 5 3
Sugar - - - - -				15 9 2	18 5 -	19 1 8
Sundries, groceries - - - - -				10 11 10	8 5 10	9 3 3
Sweet milk - - - - -				59 17 10	55 18 -	61 2 11
Buttermilk - - - - -				15 18 11	15 3 6	18 5 1
Butter - - - - -				25 9 6	22 2 7	24 11 -
Fish - - - - -				8 7 6	7 2 6	7 - - -
Wine - - - - -				1 8 -	4 11 -	6 1 6
Spirits - - - - -				15 18 4	9 - 10	4 13 4
Ale and porter - - - - -				6 3 -	1 5 -	7 10 -
Salaries - - - - -				349 11 8	355 - -	305 16 8
Wages - - - - -				141 12 6	142 13 9	137 5 1
Annuities - - - - -				22 - -	19 10 -	22 - -
Soap - - - - -				15 4 -	12 12 -	15 12 -
Candles - - - - -				1 7 11	1 2 3	1 7 4
Gaslight - - - - -				34 9 5	27 3 2	27 17 6
Medicines, medical appliances, &c. - - - - -				111 13 3	70 6 2	72 18 -
Furniture - - - - -				17 11 11	29 9 2	19 9 4
Rent and rent-charge - - - - -				2 12 10	6 12 6	2 12 10
Taxes on officers' and matron's apartments - - -				4 17 3	3 9 8	3 11 6
Advertising, printing and stationery - - - - -				13 5 1	13 10 3	11 6 1
Fuel - - - - -				104 6 11	93 18 3	90 4 2
Improvements and general repairs - - - - -				170 17 8	215 7 7	219 13 4
Clothing - - - - -				80 19 1	24 12 2	31 3 -
Straw - - - - -				11 6 8	12 5 10	24 - 1
Burial expenses - - - - -				16 10 6	8 9 9	12 16 -
Pigs bought, and feeding stuff for same - - -				6 15 -	15 9 10	1 19 10
Contingencies - - - - -				20 8 6	24 1 10	30 15 2
Water (three years) - - - - -				- - - -	60 - -	- - - -
Balance - - - - -				480 5 8	504 16 7	816 15 4
£.				2,138 1 1	2,145 18 6	2,455 5 4

	1858.	1859.	1860.
Number of Patients Remaining, 1 January - - - - -	50	50	45
Number of Patients Admitted - - - - -	649	591	625
Number of Patients Discharged - - - - -	614	576	576
Number of Patients Died - - - - -	35	20	29
Number of Patients Remaining - - - - -	50	45	65
Average Daily Number of Patients - - - - -	51	49	47

The fever hospital attached to this institution is supported by the guardians of the Londonderry Union, and not by grand jury presentments.

A. H. Stewart, Treasurer.

Thomas H. Babington, M.D., F.R.C.S.I., Surgeon.

12 March 1862.

COUNTY OF LONGFORD.

I N C O M E.				E X P E N D I T U R E.			
1858:				1858:			
Grand Jury Presentments - - - -	£.	s.	d.	Balance in favour of institution on last account	£.	s.	d.
Parliamentary Grant to December 1857 -	580	-	11	Bread, meal, milk, meat, wine, and porter, and groceries - - - - -	15	10	1½
Parliamentary Grant to June 1858 - -	86	10	-	Salaries and wages - - - - -	230	4	7
Lord Annally's bequest to April 1858 - -	43	12	5	Medicine - - - - -	260	13	6
Police in hospital - - - - -	39	16	5	Fuel and candles - - - - -	63	13	2
Life subscriptions - - - - -	3	11	8	Furniture and repairs - - - - -	63	2	5
Annual subscriptions - - - - -	42	-	-	Contingencies - - - - -	83	13	9
Income Tax returned - - - - -	12	12	-		29	13	8½
	1	8	11	Total discharge - - £.	747	-	3
£.	759	7	4	Balance in favour of public on this account -	12	7	1
				£.	759	7	4
1859:				1859:			
Balance in favour of the public on last account	12	7	1	Bread, meal, milk, meat, wine and porter -	206	18	6
Grand Jury Presentments - - - - -	600	-	-	Salaries and wages - - - - -	263	8	8
Parliamentary Grant - - - - -	87	4	10	Medicine - - - - -	45	6	5
Lord Annally's bequest to 3d April - -	40	5	-	Fuel and candles - - - - -	26	9	4
Overdrawn to pay bread account - -	4	8	10	Furniture and repairs - - - - -	25	9	11½
Annual subscriptions - - - - -	12	12	-	Contingencies - - - - -	38	12	1
Income tax returned - - - - -	-	17	1	Total discharge - - £.	606	4	11½
Police in hospital - - - - -	4	9	2	Balance in favour of public on this account -	155	19	-½
£.	762	4	-	£.	762	4	-
1860:				1860:			
Balance in favour of the public on last account	155	19	-½	Bread, meal, milk, meat, wine, and porter, and groceries - - - - -	267	3	9½
Grand Jury Presentments - - - - -	612	-	-	Salaries and wages - - - - -	275	7	6
Parliamentary Grant - - - - -	84	16	7	Medicine - - - - -	38	-	10
Lord Annally's bequest to 8d April - -	39	9	7	Fuel and candles - - - - -	88	18	-½
Annual subscriptions - - - - -	15	15	-	Furniture and repairs - - - - -	146	4	5
Income tax returned - - - - -	1	10	9	Contingencies - - - - -	58	8	-
Police in hospital - - - - -	6	16	8	Total discharge - - £.	874	2	7
£.	916	7	7½	Balance in favour of public on this account -	42	6	-½
				£.	916	7	7½

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	30	26	24
Number of Patients Admitted - - - - -	360	351	363
Number of Patients Discharged - - - - -	355	344	355
Number of Patients Died - - - - -	9	9	3
Number of Patients Remaining - - - - -	26	24	29
Average Daily Number of Patients - - - - -	24	24	28

Chas. H. Hyde, Treasurer.

COUNTY OF LOUTH.

I N C O M E.			E X P E N D I T U R E.		
1858:	£.	s. d.	1858:	£.	s. d.
County grant - - - - -	750	- -	Salaries - - - - -	299	7 3
Government grant - - - - -	86	17 6	Provisions - - - - -	294	6 -
Interest on 400 l. Three per Cent. stock -	11	14 -	Wine and porter - - - - -	13	3 10
Subscriptions and donations - - - - -	92	14 -	Candles - - - - -	7	14 6
Constabulary patients - - - - -	2	17 6	Soap - - - - -	9	6 8
Railway patients - - - - -	12	10 -	Fuel - - - - -	49	4 10
Incidentals - - - - -	4	3 11	Medicine - - - - -	76	3 9
	£.	960 16 10	Surgical instruments and trusses - - - - -	26	7 6
			New furniture - - - - -	45	6 7
			Repairs of furniture - - - - -	5	9 5
			Repairs of house - - - - -	20	9 8
			Incidentals - - - - -	29	7 8
			£.	876	7 8
1859:			1859:		
County grant - - - - -	750	- -	Salaries - - - - -	310	7 6
Government grant - - - - -	87	4 10	Provisions - - - - -	289	14 6
Interest on 400 l. Three per Cent. stock -	11	11 -	Wine and porter - - - - -	13	2 9
Subscriptions and donations - - - - -	60	19 -	Candles - - - - -	8	7 5
Constabulary patients - - - - -	-	15 2	Soap - - - - -	9	6 8
Incidentals - - - - -	4	7 6	Fuel - - - - -	42	10 4
	£.	904 17 6	Medicine - - - - -	37	9 -
			Surgical instruments and trusses - - - - -	27	15 9
			New furniture - - - - -	100	16 8
			Repairs of furniture - - - - -	-	17 7
			Repairs of house - - - - -	34	16 7
			Incidentals - - - - -	30	18 11
			£.	906	3 10
1860:			1860:		
County grant - - - - -	750	- -	Salaries - - - - -	298	14 5
Government grant - - - - -	84	16 7	Provisions - - - - -	297	1 5
Interest on 400 l. Three per Cent. stock -	11	12 6	Wine and porter - - - - -	9	4 9
Subscriptions and donations - - - - -	60	8 -	Candles - - - - -	8	- 8
Constabulary patients - - - - -	8	10 -	Soap - - - - -	6	18 -
Incidentals - - - - -	9	1 -	Fuel - - - - -	41	3 1
	£.	924 8 1	Medicine - - - - -	59	19 4
			Surgical instruments and trusses - - - - -	18	17 6
			New furniture - - - - -	51	16 2
			Repairs of furniture - - - - -	4	6 5
			Repairs of house - - - - -	44	12 7
			Incidentals - - - - -	28	2 5
			£.	868	16 8

	1858.	1859.	1860.
Number of Intern Patients in Hospital, 1 January - - - - -	81	30	30
Number of Patients Admitted - - - - -	494	455	496
Number of Patients Discharged - - - - -	492	444	476
Number of Patients Died - - - - -	8	11	17
Number of Patients Remaining - - - - -	30	30	33
Average Daily Number of Patients - - - - -	39	34	34

Dundalk, 16 August 1861.

A. Shickleton, Treasurer.

COUNTY OF MAYO.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Presentment - - - - -	1,100	- -	Bread - - - - -	115	4 4½
Dividend on stock - - - - -	18	2 6	Milk - - - - -	118	18 2½
Support of police in hospital - - -	8	10 6	Meat - - - - -	51	6 1½
Annual subscription of governors - -	15	15 -	Meal - - - - -	11	18 8
Poor rate allowed by Lord Lucan - -	-	6 10½	Potatoes - - - - -	72	8 1
Truss sold - - - - -	-	7 6	Flummery and salt - - - - -	1	13 4½
			Medicine and leeches, &c. - - - - -	63	9 8½
			Groceries - - - - -	35	9 -
			Tow, lard, and calico - - - - -	13	14 11
			Wooden leg and crutches - - - - -	3	- 6
			Oils, colours, brushes, &c. - - - - -	8	17 5
			Plumbing - - - - -	24	1 10
			Carpentry, glazing, &c. - - - - -	7	19 11
			Tins, dishes, and plates - - - - -	2	1 11
			Ticken and calico - - - - -	31	18 4
			Fuel and candles - - - - -	92	7 3
			Rent - - - - -	17	17 4
			Straw - - - - -	8	10 -
			Coffins - - - - -	8	- -
			Printing and advertising, &c. - - - - -	10	16 10
			Conveying incurable patients - - - - -	1	6 -
			Cleansing yards and privies - - - - -	15	16 6
			Barber - - - - -	4	10 -
			Insurance - - - - -	3	7 6
			Surgeon - - - - -	184	12 -
			Apothecary - - - - -	31	10 -
			Secretary - - - - -	50	- -
			Matron - - - - -	25	- -
			Porter and servants - - - - -	38	- -
	£.	1,143 11 4½		£.	1,048 15 9½
1859:			1859:		
Presentment - - - - -	1,050	- -	Bread - - - - -	98	18 2½
Subscription of governors - - - - -	15	15 -	Meat - - - - -	66	16 10
Support of police in hospital - - -	17	1 7½	Milk - - - - -	121	16 2
Dividend on stock - - - - -	110	12 2	Meal - - - - -	14	5 4
Poor rate allowed by Lord Lucan - -	-	6 -	Potatoes - - - - -	61	9 2½
			Flummery and salt - - - - -	3	16 9½
			Medicine and surgical necessities - - - - -	60	- 7
			Tow, lard, and calico - - - - -	21	14 4½
			Groceries - - - - -	51	10 7½
			Delph, ironmongery, and smithwork - - - - -	29	12 10½
			Ticken - - - - -	3	7 10
			Whitewashing, repairs, &c. - - - - -	14	7 -
			Firing, soap, and candles - - - - -	102	17 -
			Rent - - - - -	17	17 4
			Printing and advertising, &c. - - - - -	10	9 9
			Sweeping and cleansing yards and privies - - - - -	21	14 1
			Straw - - - - -	9	6 8
			Transfer of stock and insurance - - - - -	7	1 10
			Coffins - - - - -	1	3 -
			Conveyance of incurable patients - - - - -	1	2 -
			Surgeon - - - - -	192	6 -
			Apothecary - - - - -	35	15 -
			Secretary - - - - -	50	- -
			Matron - - - - -	27	10 -
			Porter and servants - - - - -	42	- -
	£.	1,193 14 9½		£.	1,086 18 6

INFIRMARIES—COUNTY OF MAYO—continued.

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
Presentment - - - - -	950	- -	Meat - - - - -	82	9 - $\frac{1}{2}$
Subscription of governors - - - - -	04	1 -	Bread - - - - -	108	2 8
Support of police in hospital - - - - -	13	6 8	Milk - - - - -	120	3 11 $\frac{1}{2}$
Dividend on stock - - - - -	223	- 4	Potatoes - - - - -	62	14 11 $\frac{1}{2}$
Sale of old bottles - - - - -	-	9 -	Meal, flummery, &c. - - - - -	14	16 10
Poor rate allowed by Lord Lucan - - - - -	-	8 10	Groceries - - - - -	43	18 10 $\frac{1}{2}$
			Surgical instruments and repairs - - - - -	22	8 3
			Tow, lard, and calico - - - - -	13	19 - $\frac{1}{2}$
			Smithwork and hardware - - - - -	7	11 11 $\frac{1}{2}$
			Sheeting - - - - -	10	5 -
			Repairs of doctor's residence - - - - -	161	7 10
			Rent - - - - -	17	17 4
			Firing, soap, and candles - - - - -	126	11 11
			Straw - - - - -	13	15 7 $\frac{1}{2}$
			Coffins - - - - -	1	15 -
			Sweeping and cleansing yards and privies - - - - -	21	7 8
			Insurance - - - - -	3	7 6
			Printing and advertising - - - - -	8	1 1
			Contingencies - - - - -	4	16 1
			Surgeon - - - - -	200	- -
			Apothecary - - - - -	29	11 8
			Secretary - - - - -	50	- -
			Matron - - - - -	30	- -
			Porter and servants - - - - -	42	- -
£.	1,251	5 10	£.	1,197	2 3 $\frac{1}{2}$

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	51	54	51
Number of Patients Admitted - - - - -	600	637	676
Number of Patients Discharged - - - - -	580	624	660
Number of Patients Died - - - - -	17	16	15
Number of Patients Remaining - - - - -	64	51	52
Average Daily Number of Patients during the Year - - - - -	53	54	50

John C. Larminie,
Secretary and Treasurer to Mayo Infirmary.

COUNTY OF MEATH.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance in hand, as per last account - - -	316	13 1	Salaries and wages - - - - -	228	18 4
John Arthur Farrell, Esq., life subscription - - -	21	- -	Provisions - - - - -	418	6 -
Grand jury presentment, paid at Lent Assizes - - -	850	- -	Medicine, &c. - - - - -	95	15 11 $\frac{1}{2}$
Annuity of late Mrs. Shields, of Woodpare, in the county of Meath, a charge upon said lands, less income tax. - - -	9	4 7	House repairs - - - - -	22	12 11
Interest on funded money to 5 April 1858 - - -	9	- -	Coals - - - - -	49	3 0
Allowance, sub-constable Heaslip, as patient - - -	1	7 6	Wine and porter - - - - -	76	17 6
Legacy from late Mrs. Batty - - - - -	176	12 1	Blankets, linen, and calico - - - - -	27	11 3
Grand jury presentment, Summer Assizes, 1858. - - -	350	- -	Contingencies - - - - -	283	1 8
Interest received 3 July and lodged 1 January 1859. - - -	9	3 4	Balance in hand, 5 January 1859 - - -	42	13 5
Allowance, sub-constable Cunningham, as patient. - - -	-	16 8			
Half-price for trusses sold - - - - -	1	3 6			
£.	1,245	- 9	£.	1,245	- 0

INFIRMARIES—COUNTY OF MEATH—continued.

INCOME.			EXPENDITURE.		
1859 :	£.	s. d.	1859 :	£.	s. d.
Balance in hand, as per last account - -	42	13 5	Salaries and wages - - - - -	228	18 4
Hon. Hamilton Russell, annual subscription	3	3 -	Provisions - - - - -	390	1 9
Grand jury presentment, Lent Assizes - -	450	- -	House repairs - - - - -	27	19 5
Parliamentary Grant (three half-years) to 25 December 1858.	180	9 10	Medicine, &c. - - - - -	93	14 3
Interest on funded money to April 1859 -	14	7 8	Coals - - - - -	43	10 1
Annuity of late Mrs. Shields, of Woodpare, (two years), to 1 March 1859 ; three years' income tax deducted.	17	7 11	Wine and porter - - - - -	74	18 10
Grand jury presentment, Summer Assizes -	500	- -	Blankets, linen, and calico - - - - -	27	1 4
Allowance for constabulary as patients -	1	13 4	Contingencies - - - - -	117	1 -
Thomas Gerrard, Esq., life subscription -	21	- -	Balance in hand, 5 January 1860 - -	180	13 2
Ferdinand M'Veagh, Esq., annual subscription	3	3 -			
£.	1,183	18 2	£.	1,183	18 2
1860 :			1860 :		
Balance in hand, as per last account - -	180	13 2	Salaries and wages - - - - -	228	18 4
Messrs. Moore, annual subscription - -	3	3 -	Provisions - - - - -	418	3 9
Hon. Hamilton Russell, annual subscription	3	3 -	House repairs - - - - -	26	12 3
Annuity of late Mrs. Shields, less income tax	8	17 8	Coals - - - - -	51	16 6
Fine imposed for imperfect carpenter work -	-	2 6	Medicine, &c. - - - - -	91	15 5
Grand jury presentments, Lent and Summer Assizes.	800	- -	Wine and porter - - - - -	73	2 -
Messrs. Boileau's, annual subscription -	3	3 -	Blankets, linen, and calico - - - - -	23	2 -
Parliamentary Grant (three half years), to June 1860.	128	9 11	Contingencies - - - - -	128	5 2
Interest on funded money, to April 1860 -	9	- -	Balance in hand, 5 January 1861 - -	107	2 4
Allowance for constabulary as patients -	9	2 6			
F. M'Veagh, Esq., annual subscription -	3	3 -			
£.	1,148	17 9	£.	1,148	17 9

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	28	29	27
Number of Patients Admitted - - - - -	377	361	374
Number of Patients Discharged - - - - -	367	337	359
Number of Patients Died - - - - -	9	18	15
Number of Patients Remaining - - - - -	29	26	27
Average daily Number of Patients during the Year - - - - -	22	23	22

William C. Timmon, Secretary.
William Tisdale, Treasurer.

COUNTY OF MONAGHAN.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Treasurer of County, presentment for summer	550	- -	Balance against the public, 5 January	286	3 4
Treasurer of County, presentment for spring	550	- -	Beef, at sundries	74	6 7
B. J. Office, Armagh, one year's interest of 4,000 <i>l.</i> late currency, 116 <i>l.</i> 6 <i>s.</i> 2 <i>d.</i> , less income tax, 2 <i>l.</i> 18 <i>s.</i> 2 <i>d.</i>	113	8 -	Meal and flummery	30	7 -
Parliamentary grant, expells, and poundage	43	5 -	Bread	139	14 8
Ditto - - - ditto	43	12 5	Butter	9	17 11
Subscription of a governor	3	3 -	Milk	222	13 5
Paying patient for one week	-	10 6	Salt	-	3 4
From constable R. Smith, 40 days at 10 <i>d.</i> per day.	1	13 4	Wine and spirits	9	12 -
For trusses, 1858-59	2	18 6	Medicine	68	8 6
			Fuel	49	17 10
			Soap, candles, and gas	21	18 2
			Labour and repairs on building	24	2 8
			Repairs on furniture and bedding	20	9 4
			Salaries and wages	237	7 3
			Contingencies	56	4 11
			Balance in hands in favour of public	48	3 11
	£.	1,308 10 9		£.	1,308 10 9
1859:	£.	s. d.	1859:	£.	s. d.
Balance in favour of public, 5 January	48	3 11	Beef, at sundries	71	5 7
Treasurer of County, presentment for summer	400	- -	Meal and flummery	60	4 4
Treasurer of County, presentment for spring	400	- -	Bread	130	10 -
B. J. Office, Armagh, one year's interest of 4,000 <i>l.</i> late currency, 116 <i>l.</i> 6 <i>s.</i> 2 <i>d.</i> , less income tax, 4 <i>l.</i> 7 <i>s.</i> 3 <i>d.</i>	111	18 11	Potatoes	21	10 1
A. A. Murray Ker, esq., subscription governor for life.	21	- -	Butter	11	11 9
Wm. Pollen, police constable	2	15 -	Milk	211	16 2
Rev. J. H. Wood Wright	18	1 7	Salt	-	3 -
Mr. W. J. Wilson, registrar	-	6 -	Wine and spirits	24	10 6
Wm. Pollen, police constable	-	16 8	Medicine	83	3 4
Terrence Keene, police constable	-	13 4	Fuel	41	8 8
Subscription of a governor	3	3 -	Soap, candles, and gas	34	8 5
Trusses issued to the public	2	2 -	Labour and repairs on building	35	8 -
Balance against public, 5 January 1860	58	11 -	Repairs on furniture and bedding	84	9 10
	£.	1,067 11 5	Salaries and wages	232	6 1
			Contingencies	24	15 8
				£.	1,067 11 5
1860:	£.	s. d.	1860:	£.	s. d.
Treasurer of County, presentment for summer	400	- -	Balance on last account against the public	58	11 -
Treasurer of County, presentment for spring	400	- -	Beef, at sundries	76	- 4
B. J. Office, Armagh, one year's interest of 4,000 <i>l.</i> late currency.	112	13 5	Meal and flummery	70	18 10
Bequest from Rev. Wm. Woodwright	17	15 4	Potatoes, hay, and straw	23	7 11
Parliamentary grant, expells, and poundage	172	1 3	Bread	160	- 2
Marquis of Bath's annual subscription	3	3 -	Butter	10	5 2
A. K. Young's, esq., annual subscription	3	3 -	Milk	225	1 11
Constable M'Donnell, 77 days at 10 <i>d.</i>	3	4 2	Wine and spirits	23	6 -
Constable Corr, 47 days at 10 <i>d.</i>	1	19 2	Medicine	70	12 7
Constable Moore, 44 days at 10 <i>d.</i>	1	16 8	Trusses	19	8 10
Donation from the Lord Primate	3	3 -	Fuel	64	11 9
Cash for trusses, 1859-60	2	2 -	Soap, candles, and gas	30	1 2
Balance against the public	110	2 3	Labour, repairs on building, &c.	34	8 11
	£.	1,231 3 3	Repairs on furniture and bedding	117	8 7
			Salaries and wages	220	13 10
			Contingencies	36	6 3
				£.	1,231 3 3

	1858.	1859.	1860.
Number of Intern Patients on 6 January	54	53	56
Number Admitted	710	646	640
Number Discharged	711	644	651
Number that Died	18	2	16
Number that Remained	53	55	45

William Madden, Registrar.
A. K. Young, Surgeon.

February 1861.

COUNTY OF ROSCOMMON.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance from last account - - - -	120	12 9	Provisions, fuel, and candles - - -	607	6 1
Grand jury presentment - - - -	750	- -	Medicines, surgical instruments, &c. - -	78	14 6
Bill on civil payment, one year-and-a-half -	130	5 1	Groceries, malt liquor, &c. - - -	42	2 3
Rookwood rent-charge - - - -	90	- -	Bedding, calico, flannel, and oil cloth -	121	- 9
Subscriptions - - - -	87	3 -	Cocoa fibre, straw, &c. - - -	27	3 7
Sundries - - - -	3	13 2	Washing, wash soda, and soap - - -	17	3 8
£.	1,181	14 -	Glazing, whitewashing, &c. - - -	7	14 6
			Sundries - - - -	34	2 2
			Salaries of officers and servants - - -	208	10 -
			Rent, insurance, &c. - - -	8	5 9
			Balance to the credit of institution - -	29	10 9
			£.	1,181	14 -
1859:			1859:		
Balance from last account - - - -	29	11 9	Provisions, fuel, and candles - - -	607	11 4
Grand jury presentment - - - -	800	- -	Medicines, surgical instruments, &c. - -	60	2 -
Bill on civil payment - - - -	85	11 8	Groceries, wine, and malt liquor - - -	42	14 1
Rookwood rent-charge - - - -	84	2 2	Calico, flannel, and oil cloth - - -	13	3 4
Subscription - - - -	3	3 -	Rent, insurance, &c. - - -	9	14 2
Sundries - - - -	5	1 2	Washing, wash soda, and soap - - -	17	12 10
Balance due to the treasurer - - - -	41	11 8	Sundries - - - -	33	14 6
£.	1,049	1 6	Superannuation of aged nurse - - -	9	- -
			Dr. Heily for attendance - - -	25	14 6
			Dr. Payton's lodging during illness - -	10	- -
			Salaries of officers and servants - - -	219	14 8
			£.	1,049	1 5
1860:			1860:		
Grand jury presentment - - - -	900	- -	Balance due to treasurer - - -	41	11 8
Rookwood rent-charge - - - -	86	1 5	Provisions, fuel, and candles - - -	693	4 10
Bill on civil payment - - - -	42	12 1	Medicines, surgical instruments, &c. - -	60	2 3
Subscriptions - - - -	80	11 3	Groceries, wine, and malt liquor - - -	43	11 7
Sundries - - - -	8	7 7	Calico, flannel, and oil cloth - - -	14	9 1
Balance due to treasurer - - - -	53	6 9	Insurance - - - -	3	5 6
£.	1,170	19 1	Washing, wash soda, and soap - - -	22	2 9
			Sundries - - - -	36	13 3
			Dr. Payton for lodgings - - -	29	18 -
			Salaries of officers and servants - - -	222	7 8
			New boiler for kitchen - - -	3	12 6
			£.	1,170	19 1

	1858.	1859.	1860.
Number of Patients in Hospital - - - -	56	53	45
Number of Patients Admitted - - - -	605	536	608
Number of Patients Discharged - - - -	589	529	588
Number of Patients that Died - - - -	19	15	11
Number of Patients Remaining - - - -	53	45	54
Average Number of Patients Daily - - - -	62	57	67

A correct Report,
J. M. Ormsby,
Apothecary and Registrar.

COUNTY OF SLIGO.

INCOME.				EXPENDITURE.			
1858 :				1858 :			
Interest received from balance in bank	-	£.	s. d.	Tea, sugar, and cocoa	-	£.	s. d.
Manure sold	-	14	6 4	Beef and mutton	-	50	12 7
Trusses sold	-	2	- -	Potatoes	-	89	7 7
Constabulary	-	3	11 -	Bread	-	23	6 6
County presentments	-	3	16 -	Milk	-	159	18 3
Government grants	-	1,400	- -	Oatmeal	-	170	13 10
Governors' subscriptions	-	86	17 5	Soap and candles	-	30	4 6
		11	10 -	Gas light	-	9	7 10
		£.	1,521 19 9	Coals	-	11	8 2
				Medicines and appliances	-	40	18 8
				Furniture and repairs	-	179	9 6
				Rent and taxes	-	228	3 2
				Salaries and wages	-	28	3 8
				Contingencies	-	331	- 2
						47	13 4
					£.	1,400	9 9
1859 :				1859 :			
Interest received from balance in bank	-	9	12 3	Tea, sugar, and cocoa	-	54	7 2
Trusses sold	-	4	16 -	Beef and mutton	-	96	3 10
County presentments	-	1,000	- -	Potatoes	-	16	18 7
Government grants	-	87	4 10	Bread	-	192	16 -
Governors' subscriptions	-	22	19 -	Milk	-	164	10 3
Old lead sold	-	-	15 -	Oatmeal	-	47	5 10
		£.	1,125 6 1	Soap and candles	-	16	10 11
				Gas lights	-	15	1 4
				Coals	-	57	1 9
				Medicine and surgery	-	234	5 3
				Furniture and repairs	-	52	3 9
				Rent, taxes, and insurance	-	27	19 6
				Salaries and wages	-	332	2 -
				Contingencies	-	48	16 11
					£.	1,356	3 1
1860 :				1860 :			
Government grant	-	84	16 7	Tea, sugar, and cocoa	-	51	19 3
Interest received from bank	-	7	8 10	Beef and mutton	-	112	2 3
Manure sold	-	3	- -	Potatoes	-	4	12 11
Trusses sold	-	3	12 -	Bread	-	192	13 1
Constabulary	-	5	2 6	Milk	-	165	18 3
County presentments	-	1,000	- -	Oatmeal	-	41	9 2
Governors' subscriptions	-	26	5 -	Soap and candles	-	16	7 4
		£.	1,180 4 11	Gas lights	-	15	3 5
				Coals	-	75	2 6
				Medicine and surgery	-	182	12 8
				Rent, taxes, and insurance	-	17	9 6
				Furniture and repairs	-	63	3 10
				Salaries and wages	-	328	4 8
				Contingencies	-	64	18 9
					£.	1,351	17 7

	1858.	1859.	1860.
Number of Patients in House, 5 January	55	61	54
Number of Patients Admitted	646	684	510
Number of Patients Discharged	630	671	494
Number of Patients that Died	16	13	16
Number of Patients Remaining	61	54	55
Average Daily Number in House	59	60	62

10 October 1861.

Rich. Gordon, Treasurer.

COUNTY OF TIPPERARY.

INCOME.				EXPENDITURE.			
1858:				1858:			
Balance in treasurer's hands, 5 January	-	304	18 2	Subsistence of patients	-	350	3 5
Amount of subscriptions	-	40	16 -	Porter, whisky, &c.	-	18	9 2
County presentments	-	1,000	- -	Groceries	-	5	4 10
Subsistence of policemen (patients)	-	8	6 8	Medicine, &c.	-	94	15 5
Government grant (less income tax)	-	86	17 5	Fuel, soap, and candles	-	81	- 8
Culm sold	-	1	6 4	Furniture and repairs	-	6	10 5
Sundries sold	-	-	4 6	Repairs of house	-	160	5 3
	£.	1,442	5 1	Salaries and wages	-	291	6 5
				Contingent expenses	-	86	16 7
				Balance in hand	-	341	2 11
					£.	1,442	5 1
1859:				1859:			
Balance in treasurer's hands, 5 January	-	341	2 11	Subsistence of patients	-	371	5 7
Amount of subscriptions	-	45	18 -	Porter, whisky, &c.	-	7	8 10
County presentments	-	1,000	- -	Groceries	-	2	19 1
Subsistence of policemen (patients)	-	14	18 -	Medicine, &c.	-	81	7 8
Government grant (less income tax)	-	87	4 10	Fuel, soap, and candles	-	82	13 1
Culm sold	-	3	1 4	Furniture and repairs	-	58	8 9
	£.	1,492	5 1	Repairs of house	-	169	- 2
				Salaries and wages	-	291	13 10
				Contingent expenses	-	71	16 2
				Balance in hand	-	355	11 11
					£.	1,492	5 1
1860:				1860:			
Balance in treasurer's hands, 5 January	-	355	11 11	Subsistence of patients	-	431	7 3
Amount of subscriptions	-	49	1 -	Porter, whisky, wine, &c.	-	38	7 9
County presentments	-	1,000	- -	Groceries	-	5	5 5
Subsistence of policemen (patients)	-	4	17 2	Medicine, &c.	-	143	8 11
Government grant, year and a half (less income tax)	-	127	10 5	Fuel, soap, and candles	-	93	4 2
Culm sold	-	1	6 8	Furniture and repairs	-	77	7 10
Donation from Mrs. Osborne	-	5	- -	Repairs of house	-	182	17 9
	£.	1,543	7 2	Salaries and wages	-	332	10 5
				Contingent expenses	-	63	17 -
				Balance in hand	-	176	11 11
					£.	1,543	7 2

	1858.	1859.	1860.
Number of Patients at beginning of Year	61	50	50
Number of Patients Admitted	564	542	549
Number of Patients Discharged	557	527	547
Number of Patients that Died	18	15	32
Number of Patients Remaining in House	50	50	50
Average Number of Patients	52.72	50.2	57.3

15 March 1862.

John Davis White, Secretary.

COUNTY OF TYRONE.

INCOME.				EXPENDITURE.			
1858:				1858:			
For support of constabulary - - -	£.	s.	d.	Provisions and necessaries - - -	£.	s.	d.
Subscriptions - - - - -	60	17	9	Fuel and light - - - - -	636	13	1
Fines - - - - -	-	15	-	Alterations and repairs - - -	140	7	6
Half a year's government allowance - -	43	5	-	Rent, insurance, and taxes - - -	183	3	9
Presentment from county - - - - -	1,100	-	-	Salaries to officers and servants - -	13	-	3
Interest on cash balance in bank - - -	12	14	4	Medicines and appliances - - - -	269	19	8
	£.	1,224	2 1		81	13	-
1859:				1859:			
For support of constabulary - - -	28	3	4	Provisions and necessaries for patients -	596	12	-
Subscriptions - - - - -	46	5	9	Fuel and light - - - - -	156	12	2
Fines - - - - -	8	12	6	Medicines and appliances - - - -	42	7	4
One year's government allowance - - -	87	4	10	Repairs of infirmary - - - - -	76	-	1
Presentment from county - - - - -	1,000	-	-	Rent, insurance, and taxes - - -	15	-	8
Medicines sold to gaol board - - - -	5	15	4	Salaries to officers and servants - - -	269	19	8
Interest from bank on cash balance - -	8	-	7				
From Omagh Fever Hospital Committee -	100	-	-				
	£.	1,279	2 4		£.	1,156	12 3
1860:				1860:			
For support of constabulary - - -	27	17	6	Provisions and necessaries - - - -	771	4	2
Subscriptions - - - - -	112	4	-	Fuel and light - - - - -	194	9	3
Fines - - - - -	7	1	1	Medicines and appliances - - - -	93	9	9
One year's government allowance - - -	85	15	2	Repairs and alterations - - - -	49	19	3
County presentment - - - - -	900	-	-	Rent, insurance, and taxes - - -	11	-	8
Interest from bank on balance - - -	7	18	8	Pension - - - - -	4	-	-
Return profits from Fire Insurance Company	-	12	-	Salaries to officers and servants - -	262	9	8
	£.	1,141	8 5		£.	1,386	12 9

	1858.	1859.	1860.
Number of Patients in Infirmary, 1 January - - - - -	56	43	-
Number of Patients Admitted - - - - -	694	771	-
Number of Patients Discharged - - - - -	690	754	-
Number of Patients that Died - - - - -	11	7	-
Number of Patients Remaining - - - - -	43	53	-
Average Number of Days each Patient under Medical Treatment - - - - -	50	52	-

Name of Infirmary.	Grand Jury Presentments in		
	1858.	1859.	1860.
	£. s. d.	£. s. d.	£. s. d.
Tyrone Infirmary (including surgeon's salary) - - - - -	994 - -	1,094 - -	1,194 - -
Aughnacloy Fever Hospital - - -	20 - -	34 9 0	34 7 6

A. G. Stuart, Treasurer.

COUNTY OF WESTMEATH.

INCOME.				EXPENDITURE.			
1858:				1858:			
County presentment - - - - -	£.	s.	d.	Provisions - - - - -	£.	s.	d.
Parliamentary grant - - - - -	400	-	-	Salaries and wages - - - - -	113	6	-
Subscriptions - - - - -	87	4	10	Fuel - - - - -	211	14	4
	22	1	-	Medicines - - - - -	27	2	-
				Repairs - - - - -	34	3	10
				Rent, groceries, bedding, and hardware - - - - -	33	4	7½
					63	-	9½
	£.	509	5 10		£.	482	11 7
1859:				1859:			
County presentment - - - - -	300	-	-	Provisions - - - - -	132	6	10½
Parliamentary grant - - - - -	85	11	8	Salaries and wages - - - - -	210	17	2
Subscriptions - - - - -	18	18	-	Fuel - - - - -	33	-	5
				Medicines - - - - -	37	14	9
				Repairs - - - - -	8	5	2½
				Rent, groceries, bedding, and hardware - - - - -	60	12	10
	£.	404	9 8		£.	482	17 3
1860:				1860:			
County presentment - - - - -	300	-	-	Provisions - - - - -	169	12	8
Parliamentary grant - - - - -	85	4	2	Salaries and wages - - - - -	211	9	8
Subscriptions - - - - -	25	4	-	Fuel - - - - -	46	19	9
				Medicines - - - - -	35	-	1
				Repairs - - - - -	10	16	10
				Rent, groceries, bedding, and hardware - - - - -	88	10	-
	£.	410	8 2		£.	562	9 -

	1858.	1859.	1860.
Number of Intern Patients, 1st January - - - - -	13	14	17
Number of Patients admitted - - - - -	284	246	252
Number of Patients discharged - - - - -	244	245	250
Number of Patients that died - - - - -	4	9	11
Number of Patients that remained - - - - -	12	16	15
Average Number of Patients daily in each year - - - - -	16	17	17

The Westmeath County Infirmary, by order of the Grand Jury, is mostly confined to accidents; this will account for there not being in each year a large number of admissions.

John Hopkins, Treasurer.

COUNTY OF WEXFORD.

INCOME.				EXPENDITURE.			
1858:				1858:			
Balance in treasurer's hands for the year 1858	£.	s.	d.	Provisions - - - - -	£.	s.	d.
Amount of county presentment - - - - -	59	19	1	Porter, wine, and spirits - - - - -	374	2	4
Amount of Treasury grant - - - - -	1,000	-	-	Soap and blue - - - - -	18	5	-
A fine from foreman of petty jury - - - - -	89	1	8	Gas and candles - - - - -	3	9	-
Maintenance of police - - - - -	1	1	-	Bedding, &c. - - - - -	25	2	11
Miss Boxwell, subscription for year - - - - -	6	1	8	Clothing, &c. - - - - -	5	9	11
Daniel Cullimore, life subscription - - - - -	3	3	-	Printing and stationery - - - - -	11	14	-
	21	-	-	Medicine - - - - -	3	19	8
				Furniture, &c. - - - - -	105	10	7
				Building and repairs - - - - -	9	10	6
				Insurance on house - - - - -	13	4	-
				Salaries and wages - - - - -	3	16	6
				Contingencies - - - - -	359	13	3
				Balance in treasurer's hands - - - - -	9	5	8
	£.	1,180	6 5		191	2	8
					£.	1,180	8 5

INFIRMARIES—COUNTY OF WEXFORD—continued.

INCOME.			EXPENDITURE.		
1859:	£.	s. d.	1859:	£.	s. d.
Balance in treasurer's hands - - -	191	2 8	Provisions - - - - -	446	6 7
Amount of county presentment - - -	1,000	- -	Porter, wine, and spirits - - - - -	48	- 2
Amount of Treasury grant - - - - -	89	1 10	Coal and heath - - - - -	43	10 9
A fine from petty sessions court - - -	-	10 -	Soap and blue - - - - -	45	13 5
Miss Boxwell, for loan of water-bed - -	2	2 6	Gas and candles - - - - -	32	2 7½
Maintenance of police - - - - -	27	17 6	Bedding, &c. - - - - -	22	- 3
Amount deducted from Duff's bill - - -	-	18 9	Clothing, &c. - - - - -	30	19 11
Dr. Hadden for trusses - - - - -	-	12 -	Printing and stationery - - - - -	2	6 4
Miss Boxwell, subscription for the year -	3	3 -	Medicine - - - - -	145	- 4½
Lieutenant-colonel V. L. Hatton - - -	3	3 -	Furniture, &c. - - - - -	2	15 8
	£.	1,318 11 3	Building and repairs - - - - -	35	8 8
1860:			Insurance on house - - - - -	3	16 6
Balance in treasurer's hands - - - - -	64	8 5	Salaries and wages - - - - -	375	6 10
Amount of county presentment - - - - -	1,000	- -	Contingencies - - - - -	20	14 9
Amount of Treasury grant - - - - -	89	1 10	Balance in treasurer's hands - - - - -	64	8 5
A fine from foreman of Nisi Prius jury -	1	1 -		£.	1,318 11 3
Maintenance of police - - - - -	10	15 10	1860:		
A donation from an intern patient - - -	1	10 -	Provisions - - - - -	367	14 3
Miss Boxwell, subscription for year - - -	3	3 -	Porter, wine, and spirits - - - - -	22	4 6
Mrs. Browne Clayton, ditto - - - - -	3	3 -	Coal and heath - - - - -	43	6 2
	£.	1,173 3 1	Soap and blue - - - - -	23	8 6
			Gas and candles - - - - -	21	4 1
			Bedding, &c. - - - - -	26	13 8
			Clothing, &c. - - - - -	16	8 2
			Printing and stationery - - - - -	10	13 6
			Medicine - - - - -	126	12 4
			Furniture, &c. - - - - -	1	5 10
			Building and repairs - - - - -	45	14 -
			Insurance on house - - - - -	3	16 6
			Salaries and wages - - - - -	367	10 1
			Contingencies - - - - -	15	11 9
			Balance in treasurer's hands - - - - -	60	19 9
				£.	1,173 3 1

	1858.	1859.	1860.
Number of Patients in the house - - - - -	43	32	44
Number of Patients admitted - - - - -	415	480	481
Number of Patients discharged - - - - -	417	455	474
Number of Patients died - - - - -	11	13	19
Number of Patients remaining - - - - -	30	44	32
Average Number of Patients daily through the year -	39½	43½	40

14 March 1862.

John E. Haddon,
Apothecary and Comptroller of Accounts.

COUNTY OF WICKLOW.*

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance in hand - - - - -	331	3 9	Provisions, exclusive of wine, &c. - -	168	- 5
County presentment - - - - -	600	- -	Wine, malt, spirits - - - - -	7	10 7
Parliamentary grant - - - - -	86	8 -	Groceries, tea, sugar, &c. - - - - -	8	15 8
Subscriptions - - - - -	9	9 -	Medicines, leeches, lint - - - - -	16	2 7
			Wooden legs, trusses, surgical instruments -	4	10 6
			Coal - - - - -	26	8 6
			Soap, 4 l. 8 s., candles, 4 l. 17 s. 5 d. -	9	5 5
			Furniture and repairs - - - - -	2	9 9
			Repairs of building - - - - -	3	18 -
			Salaries: surgeon, apothecary, matron, por- ter, and servants - - - - -	165	3 5
			Contingencies - - - - -	14	1 11
			Paid treasurer of second infirmary at Baltinglass	200	- -
			Balance in hand - - - - -	406	13 9
	£.	1,027 - 9		£.	1,027 - 9

INFIRMARIES—COUNTY OF WICKLOW—continued.

INCOME.			EXPENDITURE.		
1859:			1859:		
Balance in hand	£.	s. d.	Provisions	£.	s. d.
County presentment	406	13 9	Wine, 8 l. 15 s. 9 d., groceries, 10 l. 1 s. 2 ½ d.	163	6 4
Parliamentary grant	500	— —	Medicine, leeches, lint	18	16 11 ½
Subscriptions	85	15 2	Trusses	18	15 8
Maintenance of police in Hospital	6	6 —	Coal	1	2 —
Sale of manure	6	13 —	Soap	23	6 8
	1	— —	Candles and gas	2	14 8
			Repairs of building	8	— 3
			New articles and repairs of furniture	20	18 2
			Gas fittings	1	11 3
			Salaries	12	10 2
			Contingencies	168	8 —
			Paid treasurer of Baltinglass Infirmary	14	15 9
			Balance in hand	200	— —
	£.	1,006 7 11		352	2 — ½
				£.	1,006 7 11
1860:			1860:		
Balance in hand	£.	s. d.	Provisions	£.	s. d.
County presentment	352	2 — ½	Wine, malt, and spirits	195	— 3
Parliamentary grant	600	— —	Groceries	5	17 7
Subscriptions	85	10 6	Medicines, &c.	9	12 —
Maintenance and medicine for county militia	18	15 —	Trusses and surgical instruments	20	— 8
	7	11 2	Coal	5	13 7
			Soap, 3 l. 5 s., Gas, 7 l. 3 s. 3 d.	17	— —
			New articles and repairs of furniture	10	8 3
			Repairs of building, &c.	10	2 2
			Salaries	11	— 4
			Contingencies, insurance, straw, stationery, tow, calico, white-washing, coffins, and interments, &c.	168	8 —
			Paid to treasurer of Baltinglass infirmary	15	11 8 ½
			Balance in hand	200	— —
	£.	1,063 18 8 ½		415	4 2
				£.	1,063 18 8 ½

	1858.	1859.	1860.
Number of Patients in Hospital, 5 January	11	14	24
Number of Patients Admitted	313	306	302
Number of Patients Discharged	305	288	307
Number of Patients Died	5	8	5
Number of Patients Remaining	14	24	14
Average daily number in Hospital	15	15	15

Wicklow, September 1861.

And. Nolan, Secretary.

SECOND COUNTY OF WICKLOW.

YEAR.	Presentment.	Subscriptions and Interest.	Maintenance and Fuel.	Medicine.	Salaries.	Rent, Insurance, and Contingencies.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1858	200 — —	34 16 —	67 15 9	5 3 4	134 16 —	12 12 6
1859	200 — —	28 15 6	63 6 6	4 8 2	134 16 —	12 10 —
1860	200 — —	25 10 9	66 4 7	7 12 6	134 16 —	12 10 —

	1858.	1859.	1860.
Number of Patients in Infirmary	7	10	7
Number of Patients Admitted	75	73	88
Number of Patients Discharged	68	74	86
Number of Patients Died	4	2	2
Number of Patients Remaining	10	7	7
Average number of Patients in Infirmary	7	6	6 ½

19 August 1861.

Tho. Y. Greene, Secretary and Treasurer.

FEVER HOSPITALS.

ARKLOW.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Balance in hand, 1 January - - -	63	13 10½	Medical attendant - - - - -	52	- -
Subscriptions - - - - -	74	17 6	Nurse - - - - -	24	- -
Interest on money lodged in savings bank -	-	18 9	Clerk - - - - -	3	17 6
			Maintenance of patients - - -	28	8 9
			One year's rent - - - - -	3	13 6
			Coals and candles - - - - -	7	1 6
			Sundries, medicine, &c. - - -	10	15 10
			Balance due by Treasurer - - -	9	13 -½
	£.	139 10 1½		£.	139 10 1½
1859:			1859:		
Balance, 1 January - - - - -	9	13 -½	Medical attendant - - - - -	52	- -
County grant - - - - -	149	15 -	Nurse - - - - -	23	6 8
Interest on lodgment in savings bank -	-	17 9	Clerk - - - - -	2	18 1½
			Maintenance of patients - - -	31	8 6½
			One year's rent - - - - -	3	13 6
			Coals and candles - - - - -	7	1 6
			Repairs, medicines, &c. - - -	9	13 -
			Balance due by Treasurer - - -	30	4 5½
	£.	160 5 9½		£.	160 5 9½
1860:			1860:		
Balance, 1 January - - - - -	30	4 5½	Medical attendant - - - - -	47	- -
Subscriptions - - - - -	76	5 -	Nurse - - - - -	20	- -
Interest on lodgment in savings bank -	-	10 11	Maintenance of patients - - -	27	6 5
Due to treasurer - - - - -	11	11 -½	One year's rent - - - - -	3	13 6
			Coals and candles - - - - -	4	1 6
			Repairs - - - - -	8	13 4
			Stationery, medicine, &c. - - -	7	16 8
	£.	118 11 5		£.	118 11 5

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	1	3	1
Number of Patients Admitted - - - - -	50	55	20
Number of Patients Discharged - - - - -	46	51	21
Number of Patients that Died - - - - -	2	6	-
Number of Patients Remaining - - - - -	3	1	-

Wm. Heath, Treasurer.
Robert Aug. L'Estrange, M. D.

BARRINGTON'S HOSPITAL, LIMERICK.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Cash to Credit - - - - -	54	18 6	Salaries - - - - -	168	14 3
Pay cases - - - - -	100	7 6	Articles of diet - - - - -	260	12 0
Donations - - - - -	54	- -	Repairs and labour - - - - -	62	6 4
Presentments - - - - -	400	- -	Fire, light, and water - - - -	51	8 2
Subscriptions - - - - -	25	4 -	House necessaries - - - - -	39	10 3
Interest on stock - - - - -	29	19 10	Rent and insurance - - - - -	35	19 9
Rents - - - - -	88	10 1	Printing and stationery - - - -	8	8 7
			Medicines and medical appliances - -	36	- 6
			Incidentals - - - - -	10	16 6
	£.	752 19 11		£.	667 19 3

FEVER HOSPITALS—BARRINGTON'S HOSPITAL, LIMERICK—continued.

INCOME.				EXPENDITURE.			
1859:				1859:			
To credit -	-	-	85 - 8	Salaries -	-	-	170 11 4
Pay cases -	-	-	113 5 3	Articles of diet -	-	-	285 2 -
Donations -	-	-	14 10 -	Repairs and labour -	-	-	59 10 2
Presentments -	-	-	400 - -	Fire, light, and water -	-	-	60 4 11
Subscriptions -	-	-	49 6 -	House necessities -	-	-	49 1 2
Stock -	-	-	29 19 10	Rent and insurance -	-	-	35 19 9
Rents -	-	-	102 13 3	Printing and stationery -	-	-	9 9 2
				Medicines and medical appliances -	-	-	48 17 3
				Incidentals -	-	-	8 8 -
	£.		794 15 -		£.		717 12 9
1860:				1860:			
Pay cases -	-	-	135 1 -	Salaries -	-	-	173 8 11
Donations -	-	-	16 - -	Articles of diet -	-	-	307 8 5
Presentments -	-	-	400 - -	Repairs and labour -	-	-	35 16 1
Subscriptions -	-	-	49 7 -	Fire, light, and water -	-	-	71 5 4
Stock -	-	-	29 19 10	House necessities -	-	-	39 1 4
Petty Sessions' fines -	-	-	3 9 3	Rent and insurance -	-	-	35 19 9
Rents -	-	-	81 1 -	Printing and stationery -	-	-	10 12 2
				Medicines and medical appliances -	-	-	30 16 4
				Incidentals -	-	-	3 18 -
	£.		714 18 1		£.		676 6 4

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January	22	29	27
Number of Patients Admitted -	494	455	419
Number of Patients Discharged -	469	465	403
Number of Patients that Died -	19	22	18
Number of Patients Remaining -	29	27	25
Average Daily Number of Patients -	26½	27	25½

Stephen M'Mahon, M.D., Secretary.

CARLOW.

INCOME.				EXPENDITURE.			
1858:				1858:			
Balance in late treasurer's hands on 29 April 1858 -	-	-	245 12 7½	Physician's salary, from 13 May at 100 <i>l.</i> per annum, and from 25 April at 50 <i>l.</i> per annum to 1 December -	-	-	84 10 2
Grand jury presentment -	-	-	150 - -	Porter, 7 months' ditto -	-	-	18 7 6
Workhouse patients -	-	-	22 18 8	Matron, ditto - ditto -	-	-	18 4 -
John Lee, 5th Lancers, expenses in hospital -	-	-	- 7 0	Provisions, including bread, meat, oatmeal, milk, and groceries -	-	-	27 2 2
				Sundries, including soap and candles, straw, turf, and coal -	-	-	11 12 7
				Medicine and wine -	-	-	4 6 11
				Rent -	-	-	3 7 6
				Balance in hand -	-	-	251 5 11½
	£.		416 16 9½		£.		418 16 9½

FEVER HOSPITALS—CARLOW—continued.

INCOME.			EXPENDITURE.		
1859:			1859:		
Balance in hand, 1 January 1859	£.	s. d.	Physician, 13 months' salary, to 1 January 1860	£.	s. d.
Grand jury presentment	75	- -	Porter - ditto - ditto	162	10 -
Bank of Ireland, old balance lying to credit of hospital	86	7 10	Matron - ditto - ditto	34	2 6
Workhouse patients	49	12 6	Provisions, including bread, meat, oatmeal, milk, and groceries	33	16 -
A. Butler, constable of police, three days in hospital	-	2 6	Sundries, including soap and candles, straw, turf, and coal	52	14 3
Sub-constable Keane, expenses ditto	-	5 10	Wine	33	16 5½
	£.	462 14 7½	Rent, year and a half	2	17 -
			Balance in hand	10	2 6
				132	15 11
			£.	462	14 7½
1860:			1860:		
Balance in hand, 1 January 1860	132	15 11	Physician's year's salary to 1 January 1861	150	- -
Grand jury presentments	250	- -	Porter - ditto - ditto	31	10 -
Dr. Connor, for grass sold	-	10 -	Matron - ditto - ditto	31	4 -
Constable Johnson, 28 days in hospital	1	3 4	Provisions, including bread, meat, oatmeal, milk, and groceries	44	7 9½
Workhouse patients	29	1 8	Sundries, including soap and candles, straw, turf and coal	32	- 2½
	£.	413 10 11	Medicine and wine	6	17 3½
			Rent	6	15 -
			Dr. Huston, for three months' attendance during illness of Dr. Connor	25	- -
			Balance in hand	85	16 7½
			£.	413	10 11

	1858.	1859.	1860.
Number of Patients in hospital, 1 January	2	2	5
Number of Patients Admitted	74	109	78
Number of Patients Discharged	70	97	76
Number of Patients that Died	4	9	5
Number of Patients Remaining	2	5	2
Average Daily Number of Patients	2½	4½	3½

14 September 1861.

A. FitzMaurice, Treasurer.

CARRICKMACROSS.

INCOME.			EXPENDITURE.		
1858:			1858:		
Balance against Treasurer	£.	s. d.	Bread and groceries	£.	s. d.
Presentment	128	- 10	Milk and butter	50	2 1
Subscriptions	123	2 5	Flesh meat	35	12 10
Manure sold	61	16 6	Wine and spirits	11	12 -
Treatment of Poor Law patients	1	5 -	Medicine	-	14 10½
Constabulary patients	6	11 3	Salaries	14	11 3
	3	5 9	Coal	67	5 -
	£.	324 1 9	Rent of hospital and taxes	4	9 -
			Washing and contingencies	8	13 1½
			Balance in hand	32	14 1½
				98	7 5½
			£.	324	1 9

FEVER HOSPITALS—CARRICKMACROSS—*continued.*

INCOME.				EXPENDITURE.			
1859:				1859:			
Balance against Treasurer - - -	£.	s.	d.	Bread and groceries - - - - -	£.	s.	d.
Subscriptions - - - - -	98	7	5½	Milk and butter - - - - -	35	12	2½
Treatment of Poor Law patients - -	63	3	-	Flesh meat - - - - -	17	16	5
County presentment - - - - -	2	17	6	Wine and spirits - - - - -	12	2	7
				Medicine - - - - -	2	4	3½
				Salaries - - - - -	8	8	10
				Coal - - - - -	71	-	-
				Rent of hospital and taxes - - -	16	14	6
				Washing and contingencies - - -	8	11	2
				Balance in hand - - - - -	14	8	11½
					103	14	5
	£.	290	13 4		£.	290	13 4
1860:				1860:			
Balance against Treasurer - - -	£.	s.	d.	Bread and groceries - - - - -	£.	s.	d.
Subscriptions - - - - -	103	14	5	Milk and butter - - - - -	48	6	1
Treatment of constabulary patients -	65	6	6	Meat - - - - -	31	3	-
Thos. Dwyer in hospital - - -	2	1	9	Wine and spirits - - - - -	10	3	9
Poor Law Guardians for treatment of pauper patients - - - - -	2	11	8	Medicines - - - - -	2	10	3
County presentment - - - - -	4	1	3	Salaries - - - - -	11	2	-
Manure sold - - - - -	130	11	-	Coal - - - - -	67	5	-
Gallagher, pensioner, for treatment in hospital	1	5	-	Rent and taxes - - - - -	17	-	6
Cash found on body of Biddy Collins in hospital	3	5	-	Washing and contingencies - - -	8	10	3
	1	10	6	Balance in hand - - - - -	8	19	8
	£.	314	6 1		109	5	7
					£.	314	6 1

	1858.	1859.	1860.
Number of Intern Patients, 1 January			
Number Admitted - - - - -	94	66	77
Number Discharged - - - - -	81	57	72
Number Died - - - - -	84	60	65
Number Remained - - - - -	1	1	3
	9	5	9

10 September 1861.

Edward Gibson, Treasurer.

CLONES.

INCOME.				EXPENDITURE.			
1858:				1858:			
Subscriptions and county grant - - -	£.	s.	d.	Subscriptions and county grant - - -	£.	s.	d.
	134	1	6		93	2	11
1859:				1859:			
Subscriptions and county grant - - -	£.	s.	d.	Subscriptions and county grant - - -	£.	s.	d.
	92	10	11		68	9	6½
1860:				1860:			
Subscriptions and county grant - - -	£.	s.	d.	Subscriptions and county grant - - -	£.	s.	d.
	92	3	3		84	16	9

	1858.	1859.	1860.
Number in House, 1 January			
Number Admitted - - - - -	24	15	29
Number of Deaths - - - - -	6	-	5
Number Remaining - - - - -	1	1	-

*Alexander Knight, Medical Attendant.
F. Hunt, Treasurer.*

D O W N.

I N C O M E.		E X P E N D I T U R E.	
1858 :	£. s. d.	1858 :	£. s. d.
Subscriptions - - - - -	10 11 11	Butchers' meat - - - - -	11 17 9
Miscellaneous - - - - -	1 15 9	Bread - - - - -	- 12 5
Grand jury presentment - - - - -	123 16 -	Flour - - - - -	16 5 6
Balance in Treasurer's hands at last account	127 4 -	Oatmeal - - - - -	7 1 9
		Milk - - - - -	17 9 3
		Coals - - - - -	18 15 9
		Soap and candles - - - - -	6 7 5
		Groceries - - - - -	14 18 4
		Printing - - - - -	- 7 -
		House utensils - - - - -	- 5 6
		Housekeeper's expenses - - - - -	11 5 6
		Salaries of officers - - - - -	60 7 2
		Balance in Treasurer's hands	97 14 4
£.	263 7 8	£.	263 7 8
1859 :		1859 :	
Subscriptions - - - - -	78 7 -	Butchers' meat - - - - -	11 7 6
Maintenance of police - - - - -	- 15 -	Oatmeal - - - - -	4 10 3
Maintenance of a patient - - - - -	- 9 2	Flour - - - - -	15 10 7
Miscellaneous - - - - -	1 11 6	Milk - - - - -	15 2 8
Balance in Treasurer's hands at last account	97 14 4	Coals - - - - -	19 - 8
		Soap and candles - - - - -	4 18 9
		Groceries - - - - -	13 11 11
		Printing - - - - -	1 - -
		House utensils - - - - -	- 6 0
		Wine - - - - -	2 4 6
		Repairs - - - - -	2 6 10
		Housekeeper's expenses - - - - -	11 4 1
		Salaries of officers - - - - -	59 17 -
		Balance in hand - - - - -	17 17 6
£.	178 17 -	£.	178 17 -
1860 :		1860 :	
Subscriptions - - - - -	74 4 8	Butchers' meat - - - - -	10 12 8
Maintenance of police - - - - -	1 2 6	Flour and oatmeal - - - - -	14 13 -
Miscellaneous - - - - -	1 15 1	Milk - - - - -	14 15 6
Grand jury presentment - - - - -	143 19 10	Coals - - - - -	10 9 6
Balance in Treasurer's hands at last account	17 17 6	Soap and candles - - - - -	5 11 4
		Groceries - - - - -	13 16 5
		Printing and advertising - - - - -	1 - -
		House utensils - - - - -	- 14 6
		Wine - - - - -	- 12 9
		Housekeeper's expenses - - - - -	10 7 10
		Salaries of officers - - - - -	57 19 10
		Balance in Treasurer's hands	98 - 10
£.	238 19 2	£.	238 19 2

	1858.	1859.	1860.
Patients in Hospitals - - - - -	-	2	5
Patients Admitted - - - - -	77	46	59
Patients Discharged - - - - -	71	38	39
Patients Died - - - - -	4	5	3
Patients Remaining - - - - -	2	5	2
Average Number in the House Daily - - - - -	4 ½	2 ½	2

John K. Maconelly, F. R. C. S. I.

ENNISKERRY.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Subscriptions - - - - -	46	8 -	Doctor and nurse-tenders' salaries - -	79	10 -
County presentment - - - - -	92	16 -	Meat, groceries, milk, &c. - - - -	48	11 11
			Coals - - - - -	9	4 9
			Rent - - - - -	1	- -
			Insurance - - - - -	-	8 -
			Sundries, postage, &c. - - - -	-	13 10
	£.	139 4 -		£	139 8 6
1859:			1859:		
Subscriptions - - - - -	43	7 -	Doctor and nurse-tenders' salaries - -	71	- -
County presentment - - - - -	86	14 -	Meat, groceries, milk, &c. - - - -	42	2 3
			Coals - - - - -	10	6 7
			Insurance - - - - -	-	8 0
			Sundries, postage, &c. - - - -	1	4 2
	£.	130 1 -		£.	125 1 -
1860:			1860:		
Subscriptions - - - - -	85	14 -	Doctor and nurse-tenders' salaries - -	71	- -
County presentment - - - - -	71	8 -	Meat, groceries, milk, &c. - - - -	15	3 10
			Coals - - - - -	10	5 -
			Medicine bills - - - - -	7	5 3
			Insurance - - - - -	-	8 -
			Sundries - - - - -	-	15 6
	£.	107 2 -		£.	104 17 7

	1858.	1859.	1860.
Number of Patients in Hospital, 1st January - - - - -	6	3	2
Number of Patients Admitted - - - - -	50	34	39
Number of Patients Died - - - - -	3	4	6
Number of Patients Discharged - - - - -	55	30	33
Number of Patients Remaining - - - - -	1	3	6

C. Dels. For, Treasurer.

COUNTY OF THE TOWN OF GALWAY.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.			
Grand jury presentment - - - - -	270	- -			
1859:					
Grand jury presentment - - - - -	260	- -	- - -	Not connected with my Office.	
1860:					
Grand jury presentment - - - - -	270	- -			

Isaac Comerford, Treasurer.

K E R R Y.

1858:	£. s. d.	1859—continued.	£.
Milk - - - - -	21 - - ¹ / ₂	Porter's salary - - - - -	12 - -
Bread and soup - - - - -	15 4 10 ¹ / ₂	Rent-charge - - - - -	- 6 9
Groceries - - - - -	5 - - ¹ / ₂	Repairing a clock - - - - -	- 8 -
Leeches and requisites - - - - -	8 10 4	Glazier - - - - -	- 6 8
Candles - - - - -	3 16 8	Matron - - - - -	15 - -
Turf - - - - -	14 16 10	Sundries - - - - -	5 2 10
Beef - - - - -	1 7 6 ¹ / ₂		£. 295 - 4 ¹ / ₂
Mutton - - - - -	2 6 10 ¹ / ₂		
Slater - - - - -	3 12 -		
Glazier - - - - -	1 15 8	Balance on treasurer's hands, 1 January 1859	98 18 11 ¹ / ₂
Coffins - - - - -	- 12 6	Amount of presentments granted at the Spring and Summer Assizes - - - - -	300 - -
Clock - - - - -	2 10 -	Received from two policemen for medical treatment - - - - -	2 10 -
Medicine - - - - -	7 4 7		£. 401 8 11 ¹ / ₂
Flagging - - - - -	37 - -	Expenses as above specified - - - - -	295 - 4 ¹ / ₂
Physician's salary - - - - -	80 - -		
Apothecary's salary - - - - -	30 - -	Remaining on treasurer's hands, for the support of the Fever Hospital, 1 January 1860	106 8 7
Nurses' salary - - - - -	28 10 -		
Matron's salary - - - - -	15 - -		
Secretary's salary - - - - -	10 - -		
Porter's salary - - - - -	12 - -		
Rent of hospital field - - - - -	10 - -		
Paving - - - - -	3 2 1 ¹ / ₂		
Labourer - - - - -	- 10 -		
Sundries - - - - -	5 11 - ¹ / ₂		
£. 319 11 1 ¹ / ₂			
Balance on treasurer's hands, 1 January 1858	121 - 10 ¹ / ₂		
Remainder of special presentment, formerly granted for improvements, repairs, &c. - - - - -	147 9 2 ¹ / ₂		
Amount of presentment granted at the Summer Assizes - - - - -	150 - -		
£. 418 10 1 ¹ / ₂			
Expenses as above specified - - - - -	319 11 1 ¹ / ₂		
Remaining on treasurer's hands for the support of the Fever Hospital, 1 January 1859	98 18 11 ¹ / ₂		
1859:		1860:	
Milk - - - - -	25 5 8	Milk - - - - -	30 7 11 ¹ / ₂
Bread and soup - - - - -	17 14 5 ¹ / ₂	Bread and soup - - - - -	21 17 - ¹ / ₂
Groceries - - - - -	6 15 4	Groceries - - - - -	11 15 -
Leeches and requisites - - - - -	14 7 7	Leeches and requisites - - - - -	11 12 9
Candles - - - - -	4 18 -	Turf - - - - -	24 6 1 ¹ / ₂
Turf - - - - -	14 15 9	Washing and scouring - - - - -	2 10 6
Beef - - - - -	1 15 3 ¹ / ₂	Mutton - - - - -	5 2 11
Coffins - - - - -	3 - -	Rent of hospital field - - - - -	10 - -
Mutton - - - - -	2 - 10	Medicine - - - - -	9 6 5
Slater - - - - -	2 10 -	Physician - - - - -	80 - -
Carpenter - - - - -	4 11 -	Apothecary - - - - -	30 - -
Straw - - - - -	3 11 - ¹ / ₂	Matron - - - - -	15 - -
Medicine - - - - -	3 16 2	Nurses - - - - -	30 15 -
Rent of hospital field - - - - -	10 - -	Secretary - - - - -	10 - -
Physician's salary - - - - -	80 - -	Porter - - - - -	12 - -
Apothecary's salary - - - - -	30 - -	Straw - - - - -	3 7 6
Nurse's salary - - - - -	26 15 -	Painting hospital - - - - -	12 - -
Secretary's salary - - - - -	10 - -	Repairing clock - - - - -	- 8 -
		Glazier - - - - -	- 14 -
		Rentcharge - - - - -	- 4 6
		Candles - - - - -	6 13 4
		Sundries - - - - -	16 10 5 ¹ / ₂
		£. 344 11 6 ¹ / ₂	
		Balance on treasurer's hands, 1 January 1860	106 8 7
		Amount of presentments - - - - -	302 10 9 ¹ / ₂
		Received from a policeman for medical treatment - - - - -	1 13 4
		£. 410 12 8 ¹ / ₂	
		Expenses as above specified - - - - -	344 11 6 ¹ / ₂
		Remaining on treasurer's hands, for the support of the Fever Hospital, 1 January 1861	66 1 2 ¹ / ₂

	1858.	1859.	1860.
Number in Hospital on 1 January - - - - -	4	10	12
Number of Admissions - - - - -	168	197	211
Number Discharged - - - - -	157	190	205
Number that Died - - - - -	3	5	10
Number Remaining - - - - -	10	12	4
Average Daily Number in Hospital - - - - -	6	8	9

Tralee, 15 March 1862.

Jeremiah Leyne, M.D., Physician.
John Mawe, F. P., V. G., Treasurer.

MONAGHAN.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Private subscriptions - - - -	53	1 -	Surgeon - - - - -	50	- -
County presentment - - - -	129	13 -	Secretary - - - - -	10	- -
Constable Millar, for 24 days in hospital, at 10 d. per day - - - -	1	- -	Matron - - - - -	25	- -
Constable Fahey, 5 days in hospital, at 10 d. per day - - - -	-	4 2	Porter - - - - -	15	- -
Sale of timber to Monaghan Poor Law Union - - - - -	2	10 -	Medicine - - - - -	4	8 -
			Printing report, and stationery - - - -	5	7 10
			Postage and incidental expenses - - - -	5	7 11
			Provisions and necessaries, coal, &c. - -	39	3 11
			Repairs to house - - - - -	6	9 6
	£.	186 8 2		£.	160 17 2
1859:			1859:		
Private subscriptions - - - -	45	- -	Surgeon - - - - -	50	- -
County presentment - - - -	106	2 -	Secretary - - - - -	10	- -
			Matron - - - - -	25	- -
			Porter - - - - -	15	- -
			Medicine - - - - -	2	13 10
			Cost of funerals - - - - -	-	13 10
			Postage of letters, &c. - - - - -	-	14 9
			Repairs to house - - - - -	-	7 8
			Coal - - - - -	8	19 2
			Provisions and necessaries - - - - -	26	17 8
	£.	151 2 -		£.	140 6 11
1860:			1860:		
Private subscriptions - - - -	50	2 6	Surgeon - - - - -	50	- -
County presentment - - - -	90	- -	Secretary - - - - -	10	- -
			Matron - - - - -	25	- -
			Porter - - - - -	15	- -
			Medicine - - - - -	1	10 8
			Cost of funerals - - - - -	-	7 - ¹ / ₂
			Printing report, and stationery - - - -	8	16 4 ¹ / ₂
			Postage, &c. - - - - -	-	11 3
			Repairs to house - - - - -	2	4 2 ¹ / ₂
			Coal - - - - -	10	11 6
			Provisions and necessaries - - - - -	10	5 11 ¹ / ₂
	£.	140 2 6		£.	138 7 -

	1858.	1859.	1860.
Number of Intern Patients, 1 January - - - - -	2	- -	1
Number Admitted - - - - -	28	23	20
Number Discharged - - - - -	21	20	19
Number that Died - - - - -	4	2	2
Number Remaining on 31 December - - - - -	-	1	-
Average Daily Number of Patients during the year - - - - -	14 ¹ / ₂	14 ¹ / ₂	13 ⁹ / ₂

Monaghan, 24 August 1861.

Thomas Little, Secretary.

NEWRY.

I N C O M E.			E X P E N D I T U R E.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Grand jury presentment (County Down) -	216	12 -	Physician's salary - - - - -	100	- -
Subscriptions - - - - -	103	10 6	Master, nurses, &c. - - - - -	48	10 -
	£.	320 2 6	Meat, groceries, and general support of hospital - - - - -	211	19 8
				£.	360 9 8
1859 :			1859 :		
Grand jury presentment - - - - -	205	3 -	Physician's salary - - - - -	100	- -
Subscriptions - - - - -	107	9 6	Master, nurses, &c. - - - - -	48	10 -
	£.	312 12 6	Meat, groceries, and general support of hospital - - - - -	195	- 5
				£.	343 15 -
1860 :			1860 :		
Grand jury presentment - - - - -	210	11 -	Physician's salary - - - - -	100	- -
Subscriptions - - - - -	106	3 6	Master, nurses, &c. - - - - -	48	10 -
	£.	316 14 6	Meat, groceries, and general support of hospital - - - - -	164	5 3
				£.	312 15 3

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	16	15	10
Number Admitted - - - - -	222	195	108
Number Discharged - - - - -	217	192	197
Number that Died - - - - -	6	8	9
Number Remaining in Hospital, 31 December - - - - -	15	10	12
Average Daily Number of Patients - - - - -	11	10	10

James McFarland, Treasurer.
J. Morrison, M.D., Physician.

NEW TOWN.

I N C O M E.			E X P E N D I T U R E.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Subscriptions - - - - -	52	12 -	Medical officer's salary - - - - -	40	- -
Rent for dispensary - - - - -	1	1 -	Nurse and assistants - - - - -	30	3 4
County grant, per presentment - - - - -	84	18 -	Medicine - - - - -	15	- -
	£.	138 11 -	Wine and porter - - - - -	2	6 2
			Fuel - - - - -	11	19 -
			Food, sundry repairs, &c. - - - - -	35	11 3
				£.	134 19 9

FEVER HOSPITALS—NEWTOWN—*continued.*

INCOME.				EXPENDITURE.			
1859:				1859:			
Subscriptions - - - - -	£.	s.	d.	Medical officer's salary - - - -	£.	s.	d.
Rent for dispensary - - - - -	45	7	-	Nurse's - - ditto - - - - -	40	-	-
County grant - - - - -	1	1	-	Medicine - - - - -	30	-	-
Interest - - - - -	95	16	-	Wine and porter - - - - -	15	-	-
	-	19	2	Fuel - - - - -	3	9	4½
				Food, and sundry repairs, &c. - -	10	7	-
					27	-	4
	£.	143	3 2		£.	123	16 8½
1860:				1860:			
Subscriptions - - - - -	39	1	-	Medical officer's salary - - - -	40	-	-
County grant - - - - -	90	14	-	Nurse and assistants' ditto - - -	31	13	4
Interest - - - - -	2	8	4	Medicine - - - - -	15	-	-
				Wine and porter - - - - -	2	17	6½
				Fuel - - - - -	12	13	-
				Food, and sundry repairs, &c. - -	34	-	9
	£.	132	3 4		£.	136	4 7½

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	1	—	4
Number of Patients Admitted - - - - -	35	38	22
Number of Patients Discharged - - - - -	33	33	25
Number of Patients that Died - - - - -	1	1	1
Number of Patients Remaining - - - - -	1	4	—
Average Daily Number of Patients - - - - -	7	38	22

*Gordon E. Tombe, Honorary Treasurer.
Richard M'Clelland, M. B., Medical Officer.*

RATHDOWN.

INCOME.				EXPENDITURE.			
	£.	s.	d.		£.	s.	d.
1858 - - - - -	127	-	8	1858 - - - - -	119	-	8
1859 - - - - -	134	8	-	1859 - - - - -	129	19	8
1860 - - - - -	138	2	6	1860 - - - - -	126	8	-

The income is derived from private subscriptions and a small Grand Jury Presentment.

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	3	4	3
Number of Patients Admitted - - - - -	57	60	60
Number of Patients Discharged - - - - -	50	55	56
Number of Patients that Died - - - - -	4	1	1
Number of Patients Remaining - - - - -	3	4	3

26 September 1860.

Wm. Plant, Registrar.

ROCKCORIG.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Subscriptions - - - - -	17	- -	Medical officer - - - - -	21	- -
County grant - - - - -	34	- -	Nurse - - - - -	8	- -
	£.	51 - -	Supplies for patients and nurse - -	23	10 -
				£.	52 10 -
1859:			1859:		
Subscriptions - - - - -	17	- -	Medical officer and nurse - - - -	29	- -
County grant - - - - -	34	- -	Supplies - - - - -	30	10 -
	£.	51 - -		£.	59 10 -
1860:			1860:		
Subscriptions - - - - -	17	- -	Medical officer and nurse - - - -	28	6 8
County grant - - - - -	34	- -	Supplies - - - - -	13	- -
	£.	51 - -		£.	41 6 8

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	2	1	1
Number of Patients Admitted - - - - -	6	11	10
Number of Patients Discharged - - - - -	6	11	9
Number of Patients that Died - - - - -	—	—	1
Number of Patients that Remained - - - - -	—	—	1

26 August 1861.

A. A. Munagher, D. L. & J. P., Treasurer.
Robert B. Moore, Medical Officer.

SLIGO.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
County presentment - - - - -	325	- -	Meat - - - - -	32	16 8
Constabulary - - - - -	4	15 10	Bread - - - - -	29	18 - ¹ / ₂
			Milk - - - - -	30	17 4
			Oatmeal - - - - -	2	8 6
			Potatoes - - - - -	6	14 8 ¹ / ₂
			Sugar - - - - -	10	15 3
			Tea - - - - -	12	6 7 ¹ / ₂
			Wine - - - - -	2	8 -
			Soap and candles - - - - -	4	8 11
			Fuel - - - - -	19	15 5
			Painting and repairs - - - - -	19	10 -
			Contingencies - - - - -	13	4 9 ¹ / ₂
			Salaries and wages - - - - -	178	17 8
	£.	329 15 10		£.	304 1 11

FEVER HOSPITALS—SLIGO—*continued.*

INCOME.				EXPENDITURE.			
1859:	£.	s.	d.	1859:	£.	s.	d.
County presentment - - - - -	350	-	-	Meal - - - - -	31	-	3
Constabulary - - - - -	2	11	8	Bread - - - - -	27	16	7½
				Milk - - - - -	25	15	5
				Oatmeal - - - - -	2	4	9
				Potatoes - - - - -	3	18	9
				Sugar - - - - -	10	16	8
				Tea - - - - -	13	3	3
				Wine - - - - -	2	8	-
				Soap and candles - - - - -	4	17	6
				Fuel - - - - -	18	15	3
				Medicines - - - - -	11	5	10
				Furniture and repairs - - - - -	8	4	10
				Salaries and wages - - - - -	178	17	8
				Contingencies - - - - -	8	9	9½
	£.	352	11 8		£.	347	14 7
1860:				1860:			
County presentment - - - - -	350	-	-	Meat - - - - -	30	3	6
Constabulary - - - - -	-	13	4	Bread - - - - -	24	11	8½
				Milk - - - - -	24	3	-½
				Oatmeal - - - - -	2	7	3
				Potatoes - - - - -	5	7	9½
				Sugar - - - - -	9	18	11½
				Tea - - - - -	11	18	6
				Wine - - - - -	1	6	8
				Soap and candles - - - - -	4	-	9
				Fuel and straw - - - - -	21	2	-
				Repairs and contingencies - - - - -	18	3	9
				Salaries and wages - - - - -	178	17	8
	£.	350	18 4		£.	327	1 7

	1858.	1859.	1860.
Number of Patients in Hospital, 1 January - - - - -	5	7	4
Number of Patients Admitted - - - - -	118	126	138
Number of Patients Discharged - - - - -	111	121	130
Number of Patients Died - - - - -	4	8	8
Number of Patients Remaining - - - - -	8	4	4
Average Daily Number in Hospital - - - - -	5	6	6

10 October 1861.

Rich. Gouldes, Treasurer.

S T. J O H N ' S .

I N C O M E .			E X P E N D I T U R E .		
1858 :	£.	s. d.	1858 :	£.	s. d.
Balance in hands of treasurer, 5 Jan. 1858 -	491	10 4	Bread - - - - -	53	14 7
County presentment granted spring assizes 1858 - - - - -	125	- -	Meat - - - - -	81	17 7
City presentment granted spring assizes 1858 - - - - -	125	- -	Milk - - - - -	79	12 9
Received on account of Miss White's bequest, per Joseph Murphy, esq. - - - - -	61	19 7	Groceries and whiskey - - - - -	34	1 9
One year's interest on Mrs. Banks' bequest, to October 1858 - - - - -	29	19 10	Chandlery and salt - - - - -	11	10 11
Interest on Daniel Gabbett's bequest, to December 1858 - - - - -	12	4 10	Fuel - - - - -	51	18 8
Parliamentary grant, one year, to December 1858, less income tax - - - - -	87	4 10	Medicines - - - - -	17	12 8
Patients admitted - - - - -	12	3 9	Rents - - - - -	28	14 4
Sale of old timber sheds - - - - -	20	- -	Gas, and pipe water - - - - -	8	12 6
Received from Commissioners of Income Tax, amount deducted on former Parliamentary grants, to April 1858 - - - - -	19	13 -	Stoves, and fitting up ditto - - - - -	18	18 1
Rev. William N. Willis - - - - -	1	3 11	Books, stationery, &c. - - - - -	6	6 5
Annual Subscriptions and Donations :			Insurance, and advertising - - - - -	6	16 6
Marquis of Lansdowne - - - - -	5	5 -	One Year's Salary :		
Earl of Clare - - - - -	5	- -	Doctor Vereker - - - - -	50	- -
Rev. D. Wilson - - - - -	3	3 -	Doctor Gelson - - - - -	60	- -
E. B. Hartopp, esq. - - - - -	3	3 -	D. Tracey, apothecary - - - - -	75	- -
Richard Russell, esq. - - - - -	3	3 -	J. Bassett, secretary - - - - -	25	- -
R. F. Goff, esq. - - - - -	1	1 -	J. Metcalf, registrar - - - - -	25	- -
	£.	946 15 1	Miss Herbert, matron - - - - -	20	- -
			Miss Leake, chief nurse - - - - -	16	18 -
			James Joynt, porter - - - - -	15	12 -
			Nurses, washerwomen, &c., paid weekly - - - - -	44	17 6
			Barber, year's salary - - - - -	6	- -
			Straw, lime, sand, and paving - - - - -	6	9 1
			Slating and glazing - - - - -	2	18 8
			Carpenter's work and repairs - - - - -	2	13 9
			Mats, crocks, bells, &c. - - - - -	1	13 7
			Coffins, interments, and cleaning clock - - - - -	-	14 6
			Brushes, baskets, and brooms - - - - -	-	9 9
			Sweeping chimneys and sundries - - - - -	1	7 4
			Balance in hands of treasurer, 5 Jan. 1859 -	182	4 2
				£.	946 15 1
1859 :			1859 :		
Balance in hands of treasurer, 5 Jan. 1859 -	182	4 2	Bread - - - - -	42	10 7
City presentment, granted summer assizes, 1858 - - - - -	125	- -	Meat - - - - -	74	5 8
City presentment, granted spring assizes, 1859 - - - - -	125	- -	Milk - - - - -	60	2 2
County presentment, granted summer assizes, 1858 - - - - -	125	- -	Groceries and whiskey - - - - -	37	6 6
County presentment, granted spring assizes, 1859 - - - - -	125	- -	Chandlery and salt - - - - -	10	17 -
One year's Parliamentary grant, to December 1859, less income tax - - - - -	85	15 2	Fuel - - - - -	56	10 1
One year's interest on Mrs. Banks' bequest, to October 1859 - - - - -	29	19 10	Medicines - - - - -	13	7 4
One year's interest on Daniel Gabbett's bequest, to December 1859 - - - - -	12	- 8	Rents - - - - -	26	6 -
Patients admitted - - - - -	19	- -	Gas, and pipe water - - - - -	13	13 6
Annual subscriptions and donations :			Books, printing, stationery, &c. - - - - -	9	14 10
Marquis of Lansdowne - - - - -	5	5 -	Insurance - - - - -	2	12 -
Earl of Clare - - - - -	5	- -	One year's salary :		
Rev. D. Wilson - - - - -	3	3 -	Doctor Vereker - - - - -	60	- -
E. B. Hartopp, esq. - - - - -	3	3 -	Doctor Gelson - - - - -	60	- -
Richard Russell, esq. - - - - -	3	3 -	Mr. Tracey, apothecary - - - - -	75	- -
R. F. Goff, esq. - - - - -	1	1 -	J. Bassett, secretary - - - - -	25	- -
Anonymous, per Dr. Vereker - - - - -	1	- -	J. Metcalf, registrar - - - - -	25	- -
	£.	850 14 10	Miss Herbert, matron - - - - -	20	- -
			Miss Leake, chief nurse - - - - -	16	18 -
			Porter - - - - -	15	12 -
			Nurses, washerwomen, &c., paid weekly - - - - -	42	9 2
			Barber, one year's salary - - - - -	6	- -
			Plumbing and glazing - - - - -	6	2 10
			Carpenter's and labourer's work - - - - -	9	19 8
			Lime and sand - - - - -	2	2 6
			Coffins and interments - - - - -	2	15 6
			Brushes, hardware, crocks, weights, &c. - - - - -	2	7 10
			Gratuity to Cusson - - - - -	-	10 -
			Straw - - - - -	2	7 6
			Sheeting - - - - -	3	7 9
			Painting, repairs of pumps, &c. - - - - -	1	15 1
			Sundries - - - - -	1	16 -
			Balance in hands of treasurer, 5 January 1860 - - - - -	124	5 4
				£.	850 14 10

FEVER HOSPITALS—ST. JOHN’S—continued.

INCOME.				EXPENDITURE.			
1860:				1860:			
Balance in hands of treasurer, 5 January 1860	£.	s.	d.	Bread	£.	s.	d.
County presentment, granted at summer assizes, 1859	124	5	4	Meat	44	3	5
County presentment, granted at spring assizes, 1860	125	-	-	Milk	77	14	10
City presentment, granted at summer assizes, 1859	85	-	-	Groceries and whiskey	66	11	2
City presentment, granted at spring assizes, 1860	125	-	-	Chandlery and salt	30	-	5
Received on account of Miss White's bequest	46	3	1	Fuel	10	-	2
One year's interest on Mrs. Banks' bequest	29	19	10	Medicines	53	5	8
One year's Parliamentary grant to December 1860, less income tax	85	7	8	Rents	11	15	-
One year's interest on Daniel Gabbett's bequest	13	4	7	Gas	26	5	11
Patients admitted	9	1	-	Pipe water	2	13	6
Annual subscriptions and donations:				Books, printing, and stationery	4	-	-
Marquis of Lansdowne	5	5	-	Insurance	7	6	9
Earl of Clare	5	-	-	One year's salary:	9	12	-
Rev. D. Wilson	3	3	-	Doctor Vereker	60	-	-
E. B. Hartopp, esq.	3	3	-	Doctor Gelston	60	-	-
Richard Russell, esq.	3	3	-	Mr. Treacy, apothecary	75	-	-
R. F. Goff, esq.	1	1	-	Mr. Bassett, secretary	25	-	-
				J. Metcalf, registrar	25	-	-
				Miss Herbert, matron	20	-	-
				Miss Leake, chief nurse	16	18	-
				Porter	15	12	-
				Nurses, washerwomen, and other servants paid weekly	38	-	5
				Barber	6	-	-
				Oaten straw	3	10	9
				Coffins	1	3	-
				Carpenter's work	8	-	6
				Repairs	4	4	5
				Sundries	2	5	1
				Lime and sand	-	18	9
				Brushes, baskets, &c.	-	13	3
				Balance in hands of treasurer, 5 January 1861	50	1	6
£.	748	16	6	£.	748	16	6

	1858.	1859.	1860.
Number of Patients in Hospital, 5 January - - - - -	17	15	18
Number of Patients Admitted - - - - -	439	388	352
Number of Patients Discharged - - - - -	412	307	316
Number of Patients that Died - - - - -	29	28	31
Number of Patients Remaining - - - - -	15	18	23
Average Daily Number of Patients in Hospital - - - - -	18	15	16

Amos Vereker, M. D. } Physicians.
Robert R. Gelston, M. D. }

STRATFORD.

INCOME.			EXPENDITURE.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Presentment - - - - -	76	15 8	Salaries - - - - -	44	- -
Subscriptions and donations - - -	31	18 2	Provisions and fuel - - - - -	37	9 10
			Insurance and contingencies - - -	-	9 -
	£.	108 13 10		£.	81 18 10
1859 :			1859 :		
Presentment - - - - -	63	16 4	Salaries - - - - -	44	- -
Subscriptions and donations - - -	26	5 6	Provisions and fuel - - - - -	38	1 8
			Insurance and contingencies - - -	-	17 6
	£.	90 1 10	Blankets, - - - - -	1	3 -
				£.	84 2 2
1860 :			1860 :		
Presentment - - - - -	52	11 -	Salaries - - - - -	44	- -
Subscriptions and donations - - -	25	11 2	Provisions and fuel - - - - -	45	17 11
			Insurance and contingencies - - -	-	19 6
	£.	78 2 2	Repairing roof - - - - -	3	10 -
				£.	94 7 5

	1858.	1859.	1860.
Number of Patients in Hospital - - - - -	—	4	1
Number of Patients Admitted - - - - -	21	28	31
Number of Patients Discharged - - - - -	17	31	28
Number of Patients that Died - - - - -	—	—	—
Number of Patients Remaining - - - - -	4	1	4
Average Daily Number of Patients in Hospital - - - - -	25	27	25

10 August 1861.

Thomas Y. Greene, Clerk,
Secretary and Treasurer.

TROUGH.

INCOME.			EXPENDITURE.		
1858 :	£.	s. d.	1858 :	£.	s. d.
Public subscription - - - - -	27	10 -	Medical officer - - - - -	50	- -
County presentment - - - - -	55	18 -	Matron and nurse - - - - -	18	10 -
			Groceries, turf, &c. - - - - -	26	12 6
			Medicine - - - - -	3	2 4
	£.	83 17 -		£.	98 4 10
1859 :			1859 :		
Public subscription - - - - -	36	1 -	Medical officer - - - - -	45	- -
County presentment - - - - -	72	2 -	Matron and nurse - - - - -	15	- -
			Groceries, turf, &c. - - - - -	28	8 1
			Printing - - - - -	-	18 6
	£.	108 3 -		£.	89 6 7

FEVER HOSPITALS—TROUGH—continued.

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
Public subscription - - - -	32	19 -	Medical officer - - - - -	30	- -
County presentment - - - -	65	18 -	Matron and nurse - - - -	17	- -
			Groceries, turf, &c. - - - -	50	19 7
			Repairs on house - - - -	3	- -
	£.	98 17 -		£.	100 19 7

	1858.	1859.	1860.
Number of Patients in Hospital - - - - -	3	—	2
Number of Patients Admitted - - - - -	34	12	21
Number of Patients that Died - - - - -	4	2	4
Number of Patients Remaining in Hospital, 31 December - - - - -	—	2	—

19 September 1861.

A. E. Douglas, M.D., Physician.

TULLOW.

THE Tullow Fever Hospital has not received grand jury grants for the last 10 years, being entirely supported as an Auxiliary Fever Hospital out of the poor rates.
We have no treasurer, as an officer of the institution.

15 August 1861.

Robert Burnett, M.D., Medical Officer.
Jno. Samuel Lorcan, Secretary.

WICKLOW.

INCOME.			EXPENDITURE.		
1858:	£.	s. d.	1858:	£.	s. d.
Subscriptions - - - - -	34	18 -	Bread and meal - - - - -	1	8 9½
Balance in hand from last year - - -	61	10 6	Butcher - - - - -	4	14 6
			Milk - - - - -	1	18 9½
			Repairs - - - - -	-	15 2
			Fuel - - - - -	4	10 9
			Sundries, groceries, &c. - - - -	11	16 -½
			Medical attendant - - - - -	50	- -
	£.	96 8 6	Nurse - - - - -	24	- -
				£.	99 4 -
1859:			1859:		
Subscriptions - - - - -	28	18 -	Bread and meal - - - - -	1	1 10½
County presentment - - - - -	106	12 -	Butcher - - - - -	3	14 4
			Milk, &c. - - - - -	3	1 7
			Fuel - - - - -	4	17 3
			Sundries - - - - -	6	16 10½
			Medical attendant - - - - -	50	- -
			Nurse - - - - -	24	- -
	£.	135 10 -		£.	93 11 11

FEVER HOSPITALS—WICKLOW—continued.

INCOME.			EXPENDITURE.		
1860:	£.	s. d.	1860:	£.	s. d.
Balance in hand from last year - - -	39	2 5½	Bread - - - - -	2	2 6½
County presentment - - - - -	53	12 -	Butcher - - - - -	2	8 4½
Subscriptions - - - - -	4	4 -	Milk, &c. - - - - -	2	8 7½
			Fuel - - - - -	4	5 3
			Repairs - - - - -	1	6 7
			Sundries - - - - -	6	18 5½
			Medical attendant - - - - -	50	- -
			Nurse - - - - -	24	- -
£.	96	18 5½	£.	93	9 10

	1858.	1859.	1860.
Number of Patients in Hospital - - - - -	3	- -	2
Number of Patients Admitted - - - - -	16	28	18
Number of Patients Discharged - - - - -	16	26	18
Number of Patients that Died - - - - -	- -	2	-
Number of Patients Remaining - - - - -	3	- -	2

8 October 1861.

Jno. Perrin, Treasurer.

This hospital is supported by voluntary subscriptions, assisted by county grant. The subscriptions have fallen off very much, and had there been anything near the former numbers requiring admission, the funds would be totally inadequate for the support of the institution. The number of patients varies very much, and although there may be but few seeking admission for a period of three or four years, yet it is certain that fever has its cycles of increase and decrease, as I consider that the special years of which the above is a return are not a fair criterion of the utility of this hospital, and the absolute necessity there exists for its being supported. I beg to insert the following list of patients admitted during the last 11 years, making a total of 1,382 persons admitted in that time.

1847 - - - - -	291	1854 - - - - -	44
1848 - - - - -	403	1855 - - - - -	40
1849 - - - - -	132	1856 - - - - -	27
1850 - - - - -	95	1857 - - - - -	42
1851 - - - - -	165		
1852 - - - - -	84		
1853 - - - - -	59		1,382

William Nolan, Medical Officer.

INFIRMARIES AND FEVER HOSPITALS
(IRELAND).

RETURN of the Name of each INFIRMARY of a COUNTY, COUNTY of a CITY, or COUNTY of a TOWN, in *Ireland*, supported wholly or in part by PUBLIC FUNDS, in the Years 1858, 1859, and 1860 ; of the INCOME and EXPENDITURE of every such Infirmary in each of those Years; of the Number of INTERN PATIENTS in every such Infirmary on 1st January in each of those Years, &c.; and, similar RETURN from each FEVER HOSPITAL in *Ireland*, supported wholly or in part by GRAND JURY PRESENTMENTS.

(*Captain Starpoole.*)

Ordered, by The House of Commons, to be Printed
30 July 1862.

[*Price 7 d.*]

471.

Under 8 oz.

KILCONCOUSE LANDS.

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1862;—for,

COPIES “ of CORRESPONDENCE between the Drainage Commissioners and the Commissioners of the Woods and Forests, with reference to the DRAINAGE and VALUATION of the LANDS of KILCONCOUSE, in the KING’s COUNTY:”

“ And, of the CORRESPONDENCE which has taken place between the Treasury and the Commissioners of Woods and Forests, on the same subject.”

Gentlemen,

Office of Public Works, Dublin, 6 May 1859.

THE Commissioners of Public Works in Ireland desire to bring under your consideration the following circumstances connected with the Castle Bernard arterial drainage district, and the measures which they would suggest should be adopted in reference thereto.

In October 1856 the award in respect of the district in question, the works of which had been commenced in May 1847, was made final and enrolled, and in October 1857 Mr. Loftus H. Bland, M. P., applied to have the rents of certain tenants holding under lease portions of the improved land forming part of the property of the Crown, purchased by him at the public sale held by your directions in 1854, increased under the 117th section of the Act 5 & 6 Vict. c. 89. At the meeting which was accordingly held to examine into that application, it was represented on the part of the tenants that in granting their leases in 1852, the rental had been fixed by you on the actual improved state of the lands due to the arterial drainage (the works of which, in so far as related to these lands, were then effective and nearly finished), and that therefore to grant the increased rent sought by Mr. Bland would be to charge them twice for the same improvement.

Such appearing, in point of fact, to be the case, the Commissioners then declined to take any steps in the matter. The claims of Mr. Bland having, however, continued to be urged by him, a meeting was again called, and held on the 28th ultimo, to reconsider the case, when Mr. M’Cullagh, the valuator who had been employed by you to value the lands as the groundwork for the leases, stated, on examination, that he considered the lands as improved to the full extent of which they were capable by the arterial drainage alone (*see copy of Evidence enclosed*), and agreements were accordingly entered into between your department and the tenants, but these agreements do not in terms at all allude to the rents having been determined in consideration of the improvement effected by the drainage operations in the district.

Under these circumstances, the Commissioners feel that to increase the rents on these tenants as desired, would be to charge them a second time for the benefit they derive from the drainage, and thus to do them a manifest injustice; while, on the other hand, they are advised that they may be compelled by law to concede Mr. Bland’s claims, and to grant the instrument enabling him to recover from the tenants a due proportion of the drainage charge, subject to which he purchased from your department.

Considering, therefore, as it would appear that in disposing by sale of the lands in question, you, on behalf of the public, did derive an advantage from the improvement due to an expenditure to which you had in no way contributed, the Commissioners would now suggest, as the only apparent means of removing the difficulty, that you should consent to leave to the decision of the Attorney General for Ireland, or other high legal authority, the question as to whether the tenants or the proprietor should not now be recouped for the loss which one party or the other must sustain; the Solicitors for the Board of Works and the

Commissioners of Her Majesty's Woods and Forests respectively attending to state the case and represent the public interests.

It may be proper to add that the entire amount which Mr. Bland would be entitled, according to the usual calculation, to recover from the tenants, five in number, would be about 50 *l.* per annum, and upon this, therefore, the value of the leases and other circumstances, the total sum to be repaid would be determined.

The Commissioners of
Woods and Forests.

I am, &c.
(signed) *W. Mooney,*
pro-Secretary.

CASTLE BERNARD DRAINAGE DISTRICT.—Board Room, 28 April 1859.

INQUIRY into the Claim made by Mr. *Loftus H. Bland* for an increase of Rent upon *Thomas Hipwell, Daniel Cahill, Martin Daly, Montgomery Robins and John Foster.*

EXTRACT from Evidence given by Mr. *Stephen M^c Cullagh.*

I AM a valuator, and was employed by the Commissioners of Woods and Forests to make a valuation of these and other Crown lands included in the Castle Bernard district in 1852. This valuation was made as the basis for letting the land to the tenants, and I valued the lands as I then found them. In going upon the land, I saw that the arterial drainage was about being completed, and that all I had to do was to lay in some smaller watercourses, and charge the tenants five per cent. for that.

I made a rough estimate of the cost of these minor drains, and sent it to the Commissioner. I considered the arterial drainage then completed and effective, and looked upon the lands as freed from flood, and improved by the arterial drainage, and I valued them as they then were. I put upon the land what I thought was a judicious, fair rent, which I considered the tenant could pay regularly. I looked upon the land as secure from flood, and decidedly as increased in value by the arterial drainage, in making the valuation for the purpose of giving leases to the tenants. I understood that the Crown was to pay the arterial drainage charge; my instructions were to that effect, and I valued the lands for the leasing in their improved condition.

(signed) *Jno. P. Brophy.*

My Lords,

Office of Woods, &c., 8 June 1859.

*Vide preceding
Report of 6 May
1859.*

I BEG to enclose a copy of a communication I have received from the Commissioners of Public Works in Ireland, relative to a question which has arisen as to the propriety of charging certain of the tenants of the late Crown estate of Kilconcouse, King's County, with an increase of rent for the improvement resulting to their farms, from arterial drainage works executed by the Board of Works in the Castle Bernard district.

By the 110th section of the Drainage Act, 5 & 6 Vict. c. 89, the expenses of the drainage, after apportionment by an award of the Commissioners of Works, are made a charge on the lands improved; and, by the 117th section, the Commissioners of Works are to determine the amount of increased rent to be paid to the proprietor by the occupiers of such land.

The estate of Kilconcouse was sold at public auction in the year 1854, to Mr. Loftus Bland, for the sum of 8,390 *l.*, subject to agreements for leases which had been entered into with the tenants under the authority of a warrant from your Lordships, dated 30 September 1852, at rents fixed after a valuation of the estate, by Mr. S. Y. MacCullagh, in June 1852.

The estate was sold in two lots, and, in the particulars of sale issued by this department, both lots were stated to be subject to a claim in relation to arterial drainage in the Castle Bernard district; but it was also stated that no award had yet been made by the Board of Works.

In October 1856, the Commissioners of Works made their final award; but when they met for the purpose of determining the amount of increased rent to be paid by the tenants of Kilconcouse, it was objected, on the part of those tenants, that Mr. MacCullagh, in valuing the estate in 1852, had taken into consideration the improvement the lands would derive from the drainage, and had fixed the rents accordingly.

In

In support of this allegation, a letter from Mr. MacCullagh to one of the tenants, dated 26 June 1852 (copy of which is enclosed) was produced; and the Board, in consequence, adjourned the consideration of the question, directing that Mr. MacCullagh should be applied to in the meantime for further explanation of the case.

A further meeting of the Board was held on the 28th ultimo, and was attended on behalf of the Crown by Messrs. Hallows & Hamilton, the Dublin solicitors usually employed by this department. At this meeting, Mr. MacCullagh was examined on oath; and, as I am informed by the solicitors, stated that he received instructions, both written and verbal, from Mr. Kennedy, the late Commissioner of Woods, &c. then in charge of the land revenues of the Crown in Ireland, to make a valuation of the lands on the Scotch principle, namely, that all outlay of capital for permanent improvement and drainage should be paid by the Crown, and that the tenant should be charged a per centage, by an addition to his rent, on such outlay. That in 1852, when his valuation was made, the drainage works were so far advanced as to enable him to estimate the improved prospective value of the land, and that his valuation was made accordingly. That the tenant should not be called upon to pay anything further than the amount of his rent, and that all the expenses for drainage, &c. must be paid by the Crown, and that the agreements made with the tenants were on this basis.

Messrs. Hallows & Hamilton then called the attention of the Board to the circumstance that the agreements entered into with the tenants were silent as to any such arrangement, and that Mr. Bland had notice by the rental of all the agreements entered into, and of the liability of the land to a charge for drainage.

The Board, as I am informed, then stated that this was the first case of the kind that had been brought before them; that there were legal difficulties in the way of granting the request of the tenants, but that by refusing to do so they might commit an injustice, and that they had therefore determined not to make any decision for the present, but to communicate with this department on the subject.

I have since received from them the enclosed letter, dated the 6th ultimo, transmitting an extract from Mr. MacCullagh's evidence, and suggesting that I should refer the matter to the decision of the Attorney General for Ireland or other high legal authority, to consider the question as to whether the tenants or Mr. Bland should not now be recouped for the loss which one party or the other must sustain.

If Mr. MacCullagh's evidence had been borne out by official documents in this department, it might have been considered that the tenants had an equitable claim to compensation, but, with regard to his evidence I have to observe, that although he states that his instructions were to the effect that the Crown was to pay the arterial drainage, there is nothing in the correspondence in this office to justify such an assertion.

Copies of the only two letters that passed on the subject of drainage are enclosed, and your Lordships will see that no allusion is made in them to anything more than ordinary farm drainage, upon which a per-centage was to be paid by the tenants.

Mr. MacCullagh, in his report upon the estate which was transmitted to your Lordships with Mr. Kennedy's report of the 21st August 1852, recommended that about 243 acres of land should be so drained, but no steps were taken for carrying his recommendations into effect. Some open watercourses only were agreed to be made by the Crown, at a cost of 44*l.* 16*s.*, without charging any per-centage to the tenants.

In the agreements for leases entered into with the tenants no mention is made of the arterial drainage; in Mr. MacCullagh's report upon the estate, he only once alludes to the subject, and then in these words: "The cut making by the Board of Works for the Ballyshane river will be of very great advantage to the estate." He never states that he considered the improvement as affecting the amount of the rent to be paid by the tenants, and there is nothing in the correspondence in this office to show that Mr. Kennedy ever contemplated relieving the tenants from bearing their share of the assessment when the time for its imposition should arrive.

Mr. MacCullagh himself, moreover, recommended that the leases should bind the tenants "to pay all burdens that properly fall upon the tenants to pay (that is to say, what is generally paid by tenants in that country)."

4 CORRESPONDENCE RELATING TO THE DRAINAGE AND

There is nothing in Mr. Kennedy's report to your Lordships, or in your Lordships' warrant, authorising the leases, that in the least degree supposes the future exemption of the tenants from a statutable imposition.

I am, therefore, of opinion that the tenants have not any claim, either legal or equitable to compensation from the Crown; and I propose to inform the Commissioners of Works accordingly, if, after consideration of the circumstances of the case, your Lordships should concur in that opinion.

I have, &c.
(signed) *James Howard.*

The Right Honourable the
Lords Commissioners of Her Majesty's Treasury.

Dear Sir,

Hawkhill, 26 June 1852.

* *Sic in original.*

† *Sic in original.*

I RECEIVED your note to-day along with the estimated expense of the proposed buildings and fences, &c., for which attention please accept my thanks. On consideration of the valuation of the different farms, we * over, the only one I cannot report of according to the value we set upon it when there, is Mr. John Forster's.* Taking into consideration the benefit the new cut of the watercourse will do to his lowlands, and the quality of his land at present in tillage, taking into consideration as well, and giving all an allowance for the portion of indifferent land, I am obliged to alter the estimate I formerly made so far as to state that I consider it fully worth 44*l.* a year. Please let me know as soon as convenient if Mr. Foster † chooses to accept of it at that rent; seeing he is so far in arrear, it will be necessary to send a line either from Mr. Hacket or yourself, to the effect that you will see the rent regularly paid at least for four years. They seem a very respectable family, and I should wish much to make such a representation of his case to the Commissioners, that he may have a good chance of being retained as tenant.

Montgomery Robins, Esq.

I remain, &c.
(signed) *S. G. MacCullagh.*

Sir,

Hawkhill, 4 June 1852.

IN writing to you formerly regarding the Crown lands of Kilconcouse, I neglected to request of you to send instructions to Mr. Burke or myself, as to whether you are inclined to drain any of the land, and on what terms. As it will be very necessary to know that in making arrangements with the tenants, please communicate your views to him or addressed to me at his Office, Dublin.

To the Right Honourable T. F. Kennedy.

I have, &c.
(signed) *S. G. MacCullagh.*

Sir,

Office of Woods, &c., 7 June 1852.

I AM commanded by the Commissioner in charge of the Land Revenue in Ireland, with reference to your letter of the 4th instant, in relation to drainage works on the Crown lands of Kilconcouse, to acquaint you that the Commissioner will be prepared to consider any suggestions on this head that may occur to you after the inspection of the property, with Mr. Robins, taking as the basis of any such recommendation the principle of the tenant or tenants whose lands in your opinion may require drainage, paying 5 per cent. interest on the outlay over and above such annual rent or rents, as may be found to be the fair and reasonable value of the holdings.

Mr. S. G. MacCullagh.

I am, &c.
(signed) *W. Ash.*

Sir,

Treasury Chambers, 17 June 1859.

WITH reference to your letter of the 8th instant, transmitting copy of a letter from the Commissioners of Public Works in Ireland, relative to a claim for compensation made by the tenants of the late Crown estate of Kilconcouse, King's County, in respect of a drainage assessment, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that it appears to my Lords that the tenants have no legal claim to compensation from the Board; but their Lordships do not feel themselves justified in setting aside the evidence given

given by Mr. MacCullagh regarding the principle on which he formed the valuation of the estate, without further inquiry. It may be that the discrepancy between that evidence and the correspondence and documents recorded in the Office of Woods, &c., may be attributable to the fact of his having been ignorant at the time when he made the valuation of the law relating to assessments for improvements by arterial drainage in Ireland; and although the proceedings of Mr. MacCullagh in the matter are extremely unsatisfactory, my Lords are of opinion that any equitable claims which the tenants may possess, ought not to be prejudiced by an omission on his part.

They suggest, therefore, that in order to ascertain whether the tenants be fairly liable to an increased rental in respect of the drainage, the opinion of an independent surveyor should be obtained regarding the present value or proper rental of the property and the proportion thereof that may be properly attributable to the drainage.

Honourable James Howard,
&c. &c. &c.

I am, &c.
(signed) *Geo. Hamilton.*

Office of Public Works, Dublin,
14 October 1859.

Gentlemen,

I AM directed by the Commissioners of Public Works to request your attention to their letter of the 6th of May last, and to state in reference thereto, that they are much pressed by Mr. Bland to act in the matter, and I am therefore to request an early reply to that communication.

To the Commissioners of Her Majesty's
Woods, Forests and Land Revenues,
Whitehall-place, London—S.W.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

Sir,

Office of Woods, &c., 19 October 1859.

I HAVE to acknowledge the receipt of your letter of the 14th instant, requesting a reply to a communication from the Commissioners of Public Works, Ireland, relative to an application of Mr. Loftus Bland, M. P., to that Board, to require an increase of rents, to be paid by certain tenants of the lands of Kilconcouise in respect of arterial drainage works, in the Castle Bernard district; and I have to acquaint you that the subject has received my careful attention, but that I shall not be prepared to communicate my final opinion upon it within less than a month from this date.

E. Hornsby, Esq.
Secretary, Board of Public Works, Ireland.

I am, &c.
(signed) *James Howard.*

My Lords,

Office of Woods, &c., 27 October 1859.

By Mr. Hamilton's letter of the 17th June last, in reply to my report of the 8th of the same month, relative to the claim for compensation made by certain of the tenants of the late Crown estate of Kilconcouise, King's county, in respect of a drainage assessment, your Lordships conveyed to me your directions, that in order to ascertain whether the tenants be fairly liable to an increased rental in respect of the drainage, the opinion of an independent surveyor should be obtained, regarding the present value or proper rental of the property, and the proportion thereof that may be properly attributable to the drainage. I accordingly requested Mr. Charles Brassington, a land surveyor in Dublin, who is well acquainted with the property, and had, previously to 1852, valued it on the Crown's behalf, to furnish me with information on the following points:—

1stly. What is the present value of each tenement, if let, subject to the same conditions as those on which the lettings took place in 1852, assuming that the tenants are liable to pay the charge for drainage by the Commissioners of Public Works, over and above the rent to the landlord?

2dly. The amount charged by the Public Works Commissioners on each tenement, by way of additional rent in respect of such drainage?

280.

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3dly. The

3dly. The extent, so far as can be now ascertained, by which the several holdings have been improved by means of the drainage in question?

4thly. Whether or not the whole of that benefit had been developed in June 1852, the time of Mr. M'Cullagh's valuation?

Mr. Brassington, in his report, dated the 20th August last (copy of which is herewith enclosed), has supplied in a tabular statement the information required by the first three questions; but with respect to the fourth, he states that he has not himself any means of knowing how far the works executed up to June 1852 had developed the benefit charged for by the Board of Works, but that he has been informed by Mr. Forsyth, the engineer having charge of the works at that time, that the full benefit was not then developed, but that a very large extent of it was, as the Clonfoss River, which occasioned a large amount of damage, had been diverted and carried into the main river, outside of the lands of Kyle, thereby relieving those lands from the flooding caused by that river, the main river running between the lands of Kyle and Droughtville, had not then been sunk to its present depth, but the outfall from it had been lowered, so as to have given a large portion of the benefit which has accrued from the works.

The following statement exhibits the rents payable by the tenants under their leases from the Crown, as sanctioned by your Lordship's warrant of the 30th September 1852, and also the present annual value of their holdings, assuming the tenants to pay the drainage charge:—

TENANTS' NAMES.	Annual Rent.			Present Annual Value.		
	£.	s.	d.	£.	s.	d.
Thomas Hipwell - - - - -	22	-	-	32	3	6
Peter Cahill - - - - -	21	-	-	25	4	1
Martin Daly - - - - -	17	-	-	16	16	3
Montgomery Robins - - - - -	108	-	-	152	10	7
John Foster - - - - -	44	-	-	57	8	5

It appears, therefore, in every case, except that of the land in the possession of Martin Daly, the present value of the land is higher in Mr. Brassington's opinion, than that at which they are let, even assuming that the whole charge for drainage both on landlord and tenant is to be paid by the tenant. In the case of Martin Daly there would be a difference of 3*s.* 9*d.* per annum against the tenant; but it may be assumed that the landlord's proportion of the charge would exceed such difference.

So far, therefore, as regards the increased value to their lands, derived by the tenants from the operation of the arterial drainage works, they have no cause to complain of the assessment charge to be paid in respect thereof; but it appears to me that such result does not form an entirely satisfactory answer to their present claim for compensation.

The tenants might urge that the present value of their holdings is not relevant to the question; that irrespectively of the drainage works the value of the lands has risen, and that they are entitled to the benefit of the increased value, as they would have suffered if the value of the land had fallen.

The claim of the tenants rests upon their assumption, that the rents payable by them were fixed with reference to the increased value to be derived from the drainage works, and that they were not to be required to pay the assessment rate. The assumption is, as I stated in my former report to your Lordships, wholly unsupported by any official documentary evidence.

I have now to pray your Lordship's directions as to the terms of the communication, which I shall make to the Commissioners of Public Works, Ireland; whether I shall inform them that the claims of the tenants being considered untenable, I must decline to take any further proceedings in the matter, or what other course you think should be pursued.

I have, &c.
(signed) *James Howard.*

The Right Hon. the
Lords Commissioners of Her Majesty's Treasury.

Sir,
6, Bachelors, Dublin, 20 August 1859.
AGREEABLY with the instructions conveyed in your letter of the 30th ultimo, I have inspected the several farms of the Kilconcouse estate, in the King's County, affected by the drainage works of the Castle Bernard district, with a view to enable me to reply to the four several questions you there put to me :

- " 1st. What is the present value of each tenement, if let subject to the same conditions as those on which the lettings took place in 1852, assuming that the tenants are liable to pay the charge for drainage by the Commissioners of Public Works over and above the rent to the landlord.
" 2d. The amount charged by the Public Works Commissioners on each tenement by way of additional rent in respect of such drainage.
" 3d. The extent, so far as can be now ascertained, by which the several holdings have been improved by means of the drainage in question.
" 4th. Whether or not the whole of that benefit had been developed in June 1852, the time of Mr. M'Cullagh's valuation."

I beg, in answer to these questions, to give you a schedule replying to the three first queries, so far as the information to be obtained from the Commissioners of Public Works enables me, and with respect to the fourth query, I have not myself any means of knowing how far the works executed up to June 1852 had developed the benefit charged for by the Board of Works, but having inquired from Mr. William Forsyth, the engineer, having charge of the works at that time, he informs me that the full benefit was not at that date developed, but that a very large extent of it was as the Clonfoss river which did the large amount of damage, had then been diverted and carried into the main river outside of the lands of Kyle, thereby relieving those lands from the large amount of flooding caused by that river, the main river running between the lands of Kyle and Droughville had not then been sunk to its present depth, but the outfall from it had been lowered so as to have given a large portion of the benefit which has accrued from the works.

Name of Tenant whose Land is affected by the Works.	Quantity of Land in entire Holding.	Quantity of Land in each Holding affected by the Works.	Present Annual Value of each Holding.	Annual Amount charged on each holding by the Commissioners of Public Works.	Present Annual Value assuming the Tenants to pay the Drainage Charge.	C. P. Brassington's Estimate of Increase and Annual Value given by the Works.
	A. R. P.	A. R. P.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Thomas Hipwell -	42 3 8	26 0 2	39 11 9	7 8 3	32 3 6	7 16 -
Peter Cahill -	30 0 16	30 0 16	36 2 4	10 18 3	25 4 1	10 10 8
Martin Daly -	32 2 14	23 2 2	30 2 10	13 6 7	16 16 3	11 15 1
Montgomery Robins -	205 3 23	77 2 3	180 3 1	27 12 6	152 10 7	38 15 2
John Foster -	98 0 17	24 0 11	63 15 4	5 16 11	57 18 5	8 8 5
	409 1 38	181 0 34	349 15 4	65 2 6	284 12 10	77 5 4

The sums I have named in the column of annual amount charged on each holding by the Commissioners of Public Works, are not only the sums the Commissioners would seek to charge the tenants with, if they decide that the tenants are liable to any charge, but the entire annual sums chargeable both to landlord and tenant in respect of each holding.

John Burke, Esq., &c., &c., &c.
Quit Rent Office.
I am, &c.
(signed) Charles P. Brassington.

Gentlemen,
Office of Public Works, Dublin,
12 April 1860.
I AM directed by the Commissioners of Public Works to state, with reference to their letters of the 6th May and 14th October last, that they have been again urged by Mr. Loftus Bland, on the subject of his application for an increase of rent on the lands improved under the Drainage Acts, which lands were purchased by him from you in the Incumbered Estates Court : and the Commissioners have to request, that you will favour them with the decision at which you have arrived on this question.
The Commissioners of
Woods and Forests, Whitehall Place,
London—S.W.
I am, &c.
(signed) E. Hornsby,
Secretary.

My Lords,

Office of Woods, &c., 24 April 1860.

I BEG leave to refer to my report of 27th October last, in which I requested your Lordships' instructions as to the reply to be given to an application I had received from the Commissioners of Public Works in Ireland, upon the subject of an assessment made for arterial drainage works in the district of Castle Bernard, King's County, on lands some years since sold by the Crown, and known as the lands of Kilconcouse, and having received further applications from that Department to be informed of any decision that may have been arrived at in the matter, I have to request that I may be favoured with your Lordships' instructions at your earliest convenience.

The Right Honourable the Lords
Commissioners of Her Majesty's Treasury.

I have, &c.
(signed) *James Howard.*

Sir,

Treasury Chambers, 4 July 1860.

WITH reference to your report of the 27th October 1859, relative to a claim made by the tenants on the late Crown Estate of Kilconcouse, King's County, Ireland, in respect of a drainage assessment, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that my Lords are satisfied from the information contained in your report, that the tenants have no equitable claim to compensation from the Crown, but as the question raised may give rise to litigation, their Lordships are of opinion that it will be desirable to submit a case to the law officers of the Crown, in Ireland, for their advice in the matter.

The Hon. James Howard,
&c. &c. &c.

I am, &c.
(signed) *Geo. A. Hamilton.*

Sir,

Office of Woods, 20 September 1861.

REFERRING to the correspondence that has passed relating to the propriety of charging certain tenants of the lands of Kilconcouse, in the King's County, with an increase of rent for the improvement resulting to their farms from the arterial drainage in the Castle Bernard district, Mr. Howard directs that you be informed that it is the opinion of the law officers of the Crown in Ireland, that the Commissioners of Public Works are bound to comply with Mr. Bland's application to make an order determining the amount of increased rent to be paid by the tenants for the improvements in question. The law officers are further of opinion that the tenants have no claim for compensation against the Crown.

Edward Hornsby, Esq.,
Office of Public Works.

I am, &c.
(signed) *Richd. Rotton.*

JAMES K. HOWARD,
Commissioner of Her Majesty's Woods,
&c. in charge of the Land Revenues of
the Crown in Ireland.

Office of Woods, &c.
27 May 1862.

KILCONCOUSE LANDS.

COPIES of CORRESPONDENCE between the Drainage Commissioners and the Commissioners of the Woods and Forests, with reference to the DRAINAGE and VALUATION of the LANDS of KILCONCOUSE, in the KING'S COUNTY; and, of the CORRESPONDENCE which has taken place between the Treasury and the Commissioners of Woods and Forests on the same Subject.

(*Mr. Hennessy.*)

*Ordered, by The House of Commons, to be Printed,
29 May 1862.*

MUNICIPAL BOROUGHS (IRELAND).

ABSTRACT of STATEMENT of MONIES Received and Expended on account of certain Boroughs in *Ireland*, pursuant to Act 3 & 4 Vict., c. 108, s. 137.

BOROUGH.	Period of Account.	RECEIPTS.				EXPENDITURE.		
		Balance in Treasurer's Hands.	Borough Rates.	Other Receipts.	TOTAL.	Balance due to Treasurer.	Expenditure.	TOTAL.
	Year ended :	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Armagh - -	31 July - 1861	- - -	495 8 8	55 19 6	551 8 2	- - -	551 8 2	551 8 2
Bandon - -	31 July - 1861	177 12 6	242 11 7	852 7 11	1,252 12 -	- - -	972 6 -	972 6 -
Belfast - -	31 Aug. - 1861	1,177 6 8	1,877 15 8	1,936 12 10	4,991 15 2	- - -	3,257 8 -	3,257 8 -
Clonakilty - -	31 July - 1861	3 1 6	- - -	149 6 11	152 8 5	- - -	122 5 9	122 5 9
Cork - -	31 Aug. - 1861	3,900 5 9	- - -	10,056 10 -	13,956 15 9	- - -	9,380 18 8	9,380 18 8
Dublin - -	31 Aug. - 1861	18,510 19 5	96,985 8 3	22,600 1 9	138,096 9 5	- - -	121,014 5 1	121,014 5 1
Holywood - -	31 July - 1860	2 17 10	- - -	211 7 8½	214 5 6½	- - -	175 3 3½	175 3 3½
Ditto - -	31 July - 1861	39 2 3	- - -	265 17 7	307 19 10	- - -	307 19 10	307 19 10
Limerick - -	31 Dec. - 1861	80 7 7	11,287 - 11	4,175 4 10	15,542 13 4	- - -	14,188 4 8½	14,188 4 8½
Londonderry -	1 Sept. - 1861	- - -	7,925 18 6	6,704 18 3	14,630 16 9	1,220 8 3	15,297 5 10	16,517 14 1
Newtownards -	31 July - 1861	14 1 -	65 10 -	- - -	79 11 -	- - -	79 2 2½	79 2 2½
Sligo - -	30 Sept. - 1861	31 3 7	122 - -	106 10 2	259 13 9	- - -	242 4 2	242 4 2
Strabane - -	1 Sept. - 1861	75 16 8	- - -	1,934 7 8½	2,010 4 4½	- - -	2,076 5 -½	2,076 5 -½
Trillick - -	31 July - 1861	17 10 -	300 4 7	2,189 2 10½	2,506 17 5½	- - -	2,481 8 8½	2,481 8 8½
Youghal - -	1 Sept. - 1861	1,237 8 7	- - -	693 5 4	1,930 13 11	- - -	378 6 5½	378 6 5½
Wexford - -	1 Sept. - 1861	69 5 8	300 14 1½	409 6 10½	779 6 7½	- - -	734 5 4	734 5 4
Wicklow - -	31 Dec. - 1861	88 16 9½	- - -	916 9 9½	1,005 6 7	- - -	991 11 6½	991 11 6½

Dublin Castle, 17 June 1862.

MUNICIPAL BOROUGHES (IRELAND).

**ABSTRACT of STATEMENT of MONIES
Received and Expended on account of certain
Boroughs in Ireland, for the Year 1861,
pursuant to Act of Parliament, 3 & 4 Vict.,
c. 109, s. 137.**

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
23 June 1862.*

PHŒNIX PARK.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1862;—for,

COPY “of any CORRESPONDENCE which has taken place between the Irish Government, the Treasury, and the Board of Works, respecting the Improvement of the PHŒNIX PARK.”

Whitehall, Treasury Chambers, }
25 June 1862.

F. PEEL.

COPY of CORRESPONDENCE which has taken place between the Irish Government, the Treasury, and the Board of Works, respecting the Improvement of the PHŒNIX PARK.

Sir *T. A. Larcom*, to the Secretary of the Treasury.

Sir,

Dublin Castle, 6 June 1861.

I AM directed by the Lord Lieutenant to transmit to you, to be laid before the Lords Commissioners of Her Majesty's Treasury, a memorial upon the subject of the improvement of the Phœnix Park, which has been presented to his Excellency by the Lord Mayor of Dublin, and a deputation from the persons whose signatures are appended to the memorial. It will be observed that the signatures comprise the names of the most distinguished residents in Dublin and its neighbourhood, and there is no doubt that acquiescence in its prayer would be very gratifying to the public generally, and very beneficial to the health of the people.

I am therefore to request the subject may receive the most favourable consideration of their Lordships.

His Excellency desires me to suggest that the matter be placed in the hands of the Commissioners of Public Works, with instructions to procure a report from some competent person, with a plan to be gradually carried into effect.

It is believed that a small sum voted annually in the estimates of that Board, and disbursed under their directions gradually and systematically, would render the Phœnix Park one of the most beautiful in the United Kingdom, and it cannot be denied that it is at present in a retrograde condition.

I am, &c.
(signed) *Thos. A. Larcom*.

To his Excellency *George William Frederick* Earl of *Carlisle*, K. G., Lord Lieutenant General and General Governor of Ireland.

My Lord,

WE have to request your Excellency's attention to the fact that the Phœnix Park is the only park or pleasure ground unrestrictedly open to the inhabitants of Dublin, whereas most of the capitals of Europe have many. That within the last 20 years the governing body of almost every large town, either in the United Kingdom or on the Continent, has exerted itself to create or improve pleasure grounds for the health, happiness, and civilization of all classes of the community.

An obscure French or German town has gardens, fountains, and walks, where all classes meet, and which lead to facility of intercourse and self-respect, and propriety of manner and dress, not always to be found on the part of the poor in the United Kingdom.

It is hardly too much to assert that the attention thus devoted to the enjoyment of the people proves an accurate test of the social progress of the nation, and especially of the relation which exists between the governing body and the people at large. The Phoenix Park is the largest public park in the United Kingdom, and its area somewhat exceeds that of all the London parks united.

About the year 1840 considerable improvements were effected in the Park, which have largely added to its healthiness and usefulness. They were, however, abruptly stopped in the year 1847, and have unfortunately not been resumed. It is to be regretted that these improvements had not then been extended to planting timber trees in the more remote parts of the park, to the embellishing and making more ornamental the entrance of the park nearest to the town, so as to give pleasing walks, with flowering shrubs, so much enjoyed at Kensington Gardens, or the Victoria Park, or even to the perfect drainage of the park. It is believed that the plan, which evinced considerable taste and judgment, has not been lost, and we have to suggest that it be gradually carried out, and the estimates moderately enlarged for the purpose to such extent as may be consistent with other demands on the public expenditure.

We annex a tabular statement, showing the expenditure for each of the last 10 years in London and Dublin, showing what has been done in London latterly, and how much increased attention has been devoted to the object.

We address your Excellency with the greater confidence, knowing, from experience, the interest your Lordship has always taken in plans having for their object the happiness of the Irish people.

EXPENDITURE ON ROYAL PARKS AND PLEASURE GARDENS.

NAMES of PARKS, &c.	YEARS.										TOTAL.
	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1. Battersea Park - - -	-	-	-	-	-	-	8,070	8,314	8,434	9,029	34,447
2. Bushy Park - - -	-	1,820	2,004	1,967	1,983	3,132	2,832	3,050	2,774	2,730	22,314
3. Chelsea Hospital, Grounds, &c.	600	640	638	759	754	750	757	3,091	2,194	2,188	12,371
4. Greenwich Park - - -	880	2,275	1,674	2,234	1,826	2,717	2,430	2,503	2,241	3,160	21,940
5. Hampton Court Pleasure Grounds and Roads.	1,781	3,984	3,989	3,859	3,730	4,203	4,321	4,303	4,392	4,282	33,844
6. Kensington Park - - -	-	-	-	754	1,647	1,574	1,673	1,727	1,337	1,747	10,459
7. Kensington Gardens - - -	1,382	2,098	2,336	2,281	2,903	2,716	4,050	5,778	4,065	4,559	32,168
8. Kew Botanic Gardens and Pleasure Grounds.	5,583	12,217	9,742	11,003	15,114	19,079	15,494	15,244	25,840	15,753	145,069
9. Regent's Park - - -	5,097	8,025	7,289	6,249	5,504	6,601	8,893	6,813	7,746	7,632	69,849
10. { Richmond Park - - -	-	4,710	4,845	5,247	4,752	7,849	7,916	8,226	8,162	8,326	60,033
10. { Richmond and Kew Roads -	850	1,157	1,003	1,196	990	1,103	1,688	1,303	1,345	1,435	12,070
11. { St. James', Green, and Hyde } 12. { Parks and Roads. }	15,456	15,838	15,646	17,349	20,262	27,136	42,102	25,491	41,230	26,542	247,052
13. {											
14. Victoria Park - - -	2,442	2,409	2,168	3,370	2,281	4,860	6,367	5,000	5,922	5,159	41,028
TOTAL, England - - -	34,071	55,173	51,334	56,268	61,748	81,720	106,583	91,903	115,682	93,162	747,644
Phoenix Park, Ireland - - -	3,812	3,820	3,957	4,507	4,909	4,570	4,233	4,299	5,323	4,525	43,965

(signed) *Richard Atkinson*, Lord Mayor.

Richard Dublin.

+ *Paul Cullen*, Archbishop, etc.

Richard Barton, Rector of St. George's.

Charles Davis, M.D., Member of the Royal Irish Academy.

Francis Blackburn, Lord Justice of Appeal.

Richard MacDonnell, Provost of T.C.D.

Chas. Wm. Wall, Vice-Provost, T.C.D.

J. H. Todd, Senior Fellow, Trinity College,
and 605 other signatures.

The Commissioners of Public Works to the Secretary of the Treasury.

Office of Public Works, Dublin,
18 December 1861.

Sir,

I HAVE the honour to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Board have delayed answering the reference from their Lordships of the memorial presented to his Excellency the Lord Lieutenant by the Lord Mayor of Dublin, and others, pointing out the necessity for completing the improvements in the Phœnix Park, commenced under the Commissioners of Works in London, until they had a plan prepared, showing where additional plantations were required, with an estimate of the probable cost of fencing and planting, &c.

They now submit such a plan, on which are marked by "red colour," all proposed plantations, which, if carried out, would improve greatly the appearance of the park.

For many years the renewals have not been adequate to the loss of old trees by storms, and in the remote parts of the park, that is, extending from the powder magazine by the Military School, to the Knockmaroon Gate, the park may be considered bare, there being few plantations except near the boundary walls.

The Board in preparing this plan have been guided in a great measure by the opinion of Mr. Wilkie, who is and has been for many years in charge of the park, and who was employed in laying out and planting, executed under the Commissioners of Works in London, and who has given the subject much consideration.

A greater extent of planting near the Hibernian Military School than that proposed, would be desirable, but the necessity for reserving a large space for military manœuvring prevents this being done.

The Board propose to alter the base and enclosing railings of the phœnix, the present arrangement being very inconvenient.

It is difficult to estimate the total probable cost of the work, but they are of opinion that a sum of 15,000 *l.* expended gradually on these improvements, including additional works of drainage, which are indispensably required, would be sufficient for all purposes.

The memorialists refer to improvements contemplated by the late Commissioners at the entrances, but the Board do not find any reference among their reports to plans prepared for the purpose, although the subject is alluded to in a report to them by their architect. Great improvements could be effected by erecting new entrance gates and lodges in a position further from the town, at a moderate expense; but on submitting the general plans for all these improvements to the Chief Secretary, he did not consider it advisable at present to enter on the question, and instructed the Board to submit for their Lordships' sanction the propriety of taking in the Board's estimates a sum of 3,000 *l.* for draining, planting, &c., on account of the whole estimate of 15,000 *l.*

The letter and memorial referred to, are herewith returned.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Secretary of the Treasury to the Commissioners of Public Works, Ireland.

Gentlemen,

Treasury Chambers, 19 February 1862.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that, before giving further consideration to your letter of 18th December last, in which you submit that a vote for 3,000 *l.* should be proposed in the Estimates for the ensuing year (in part of 15,000 *l.*), for draining and improving the Phœnix Park, my Lords are desirous of information on the following points:—

1st. It appears that the sum voted by Parliament in the year 1861-2, under the head of "Phœnix Park," was 4,654 *l.*, of which 2,989 *l.* was for maintenance, including roads, plantations, drains, &c., and there is a further sum of 3,604 *l.*

for the repairs and alterations in the vice-regal and other lodges, demesnes, and plantations.

On referring to the Estimates of former years, the aggregate amounts appear nearly the same, and my Lords may infer that the appropriation was somewhat in the same proportion.

The sum of 3,000 *l.* a year being, therefore, apparently applicable to improvement and maintenance of the Phoenix Park, not including the portion of it occupied by the demesnes of the Lord Lieutenant and principal officers, my Lords would have supposed that it would have afforded sufficient means for draining and replanting, as well as ordinary maintenance, and they would be glad to have a further report from you with regard to the application of that amount.

2d. My Lords desire to know whether the sum of 3,100 *l.* proposed in the Estimates for the ensuing year, comprises the improvements suggested in your letter of 18th December last, or whether in that letter it was your intention that an additional sum of 3,000 *l.* should be inserted in those Estimates.

I am, &c.
(signed) *F. Peel.*

The Commissioners of Public Works to the Secretary of the Treasury.

Office of Public Works, Dublin,
22 February 1862.

Sir,

IN reply to your letter of the 19th instant, referring to the Board's letter of 18th December last, in which they submitted that a vote for 3,000 *l.* should be proposed in the Estimates for the ensuing year (in part of 15,000 *l.*), for draining and improving the Phoenix Park,

I am directed to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that the sum voted last year for the Phoenix Park, viz., 4,654 *l.*, did not include any sum for general improvements in the park, nor have the Board included in their Estimates for 1862-63 any sum on account of those improvements estimated at 15,000 *l.*, not having received their Lordships' sanction to do so.

The sums heretofore voted annually have been barely sufficient for the purpose of maintenance, and have been so restricted that the renewal of trees, lost by decay or storm, has not been provided for.

Their Lordships will be able to judge of the necessity for a large expenditure in works of maintenance, when the Board state that the Park contains within its walls 1,752 statute acres, 90 acres of plantations, about 15 miles of roads, and about 13 miles of fences, principally rough paling. The enclosure walls are about seven miles in extent. In addition to the foregoing, the maintenance of 13 residences for bailiff, keepers, and constables is included in the Estimates.

I have, &c.
(signed) *E. Hornsby, Secretary.*

The Secretary of the Treasury to the Chief Secretary for Ireland.

Treasury Chambers,
30 April 1862.

Sir,

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lord Lieutenant of Ireland, that they have given full consideration to the memorial regarding the state of the Phoenix Park, signed by the Lord Mayor of Dublin, and a very numerous and respectable portion of the citizens of Dublin, which accompanied General Larcom's letter of 6 June last.

My Lords readily admit that it is reasonable and proper that the Phoenix Park, in common with the royal parks in this country and Scotland, should be suitably maintained; and if upon further inquiry and consideration, the funds voted by
Parliament

Parliament for its maintenance shall prove inadequate, my Lords will be prepared to consider the expediency of submitting an additional vote for the purpose.

My Lords, however, have to observe that the expenditure upon the Phœnix Park has been considerable ; that little more than a year has elapsed since it was transferred to the Board of Works, Ireland, and that as yet no sufficiently detailed plans or estimates have been furnished to this Board to enable my Lords to arrive at a satisfactory judgment as to the improvements which are requisite, and the cost of them.

Their Lordships propose before next year to cause a detailed survey and examination to be made of the park by the Commissioners of Public Works, and obtain such a report as to its condition as will enable their Lordships to give fitting consideration to the memorial referred to.

I am, &c.
(signed) *F. Peel.*

The Under Secretary to the Commissioners of Public Works.

Gentlemen,

Dublin Castle, 7 May 1862.

I AM directed by the Lord Lieutenant to transmit, for your information, copy of a letter from the Lords Commissioners of Her Majesty's Treasury, relative to the state of the Phœnix Park, and I am to request that you will report, at your earliest convenience, whether you consider that the funds voted by Parliament will be sufficient for its maintenance, and if not, whether it would be expedient to request their Lordships to submit to Parliament an additional Vote for the purpose.

I am, &c.
(signed) *Thos. A. Larcom.*

The Commissioners of Public Works to the Under Secretary.

Office of Public Works, Dublin,
10 May 1862.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 7th instant, transmitting copy of a letter from the Lords Commissioners of Her Majesty's Treasury, relative to the state of the Phœnix Park.

And in reply, I am directed to send herewith, for the information of his Excellency the Lord Lieutenant, the enclosed copies of Treasury letter, dated 19th February last, and of the Board's reply thereto.

I am directed to observe, that the sum voted in the Estimates this year is considered just sufficient for maintenance, leaving no sum available for improvements.

Sir Thomas Larcom, K.C.B.

I have, &c.
(signed) *E. Hornsby, Secretary.*

PHENIX PARK.

COPY of CORRESPONDENCE which has taken place between the *Irish* Government, the Treasury, and the Board of Works, respecting the Improvement of the PHENIX PARK.

(*Mr. Vance.*)

*Ordered, by The House of Commons, to be Printed,
27 June 1862.*

TENURE AND IMPROVEMENT OF LAND (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 11 February 1863;—for,

RETURNS “of the Number of STATEMENTS of EXPENDITURE for IMPROVEMENTS which have been lodged with the Clerks of the Peace of the different Counties in *Ireland*, under the Provisions of the Act to amend the LAW relative to the TENURE and IMPROVEMENT of LAND, 23 & 24 Vict. c. 153, since the passing of that Act:”

“Of the Number of PROVISIONAL ORDERS made by the Chairmen of Counties, specifying the Amount of Expenditure allowed by them in each Case:”

“Of the Number of PROVISIONAL ORDERS made Absolute by the said Chairmen of Counties, under the Provisions of the aforesaid Act, specifying the Amount of Expenditure allowed in each Case:”

“Of the Number of APPEALS from the Decision of the Chairmen of Counties which have been prosecuted under the Powers of the said Act:”

“And, of the Number of CHARGING ORDERS which have been made by Chairmen of Counties under the said Act; and any APPEALS which may have been made from those Charging Orders.”

COUNTY OF ANTRIM.
None.
W. C. Cunningham,
1 Aug. 1861. Dep. Clerk of the Peace.

COUNTY OF ARMAGH.
None.
J. McKinstrey,
31 July 1861. Dep. Clerk of the Peace.

COUNTY OF CARLOW.
None.
A. J. Humfrey,
Clerk of the Peace.

COUNTY OF THE TOWN OF CARRICKFERGUS.
None.
J. K. Jackson,
31 July 1861. Clerk of the Peace.

COUNTY OF CAVAN.
None.
Patrick Caffrey,
11 Feb. 1862. Dep. Clerk of the Peace.

COUNTY OF CLARE.
None.
Wm. Kean,
1 Aug. 1861. Clerk of the Peace.

COUNTY OF CORK.
None.
Noble Johnson,
1 Aug. 1861. Clerk of the Peace.

CITY OF CORK.
None.
Wm. Forsayeth,
1 Aug. 1861. Registrar of the Court of Record.

COUNTY OF DONEGAL.
None.
Jas. Cochran,
1 Aug. 1861. Clerk of the Peace.

COUNTY OF DOWN.
None.
John A. Ward,
11 Feb. 1862. Clerk of the Peace.

COUNTY OF THE TOWN OF DROGHEDA.
None.
William Magee,
30 July 1861. Clerk of the Peace.

COUNTY OF DUBLIN.
None.
Edward Tarleton,
30 July 1861. Dep. Clerk of the Peace.

COUNTY OF THE CITY OF DUBLIN.

None.

31 July 1861.

Chs. Kernan,
Clerk of the Peace.

COUNTY OF FERMANAGH.

None.

30 July 1861.

Richd. Hamilton,
Clerk of the Peace.

COUNTY OF GALWAY.

None.

1 Aug. 1861.

Robert Power,
Clerk of the Peace.

COUNTY OF THE TOWN OF GALWAY.

None.

1 Aug. 1861.

Francis O'Hara,
Dep. Clerk of the Peace.

COUNTY OF KERRY.

None.

30 July 1861.

J. Crosbie,
Clerk of the Peace.

COUNTY OF KILDARE.

None.

2 Aug. 1861.

George Medlicott,
Clerk of the Peace.

COUNTY OF KILKENNY.

None.

3 Aug. 1861.

Kenny Purcell,
Clerk of the Peace.

CITY OF KILKENNY.

None.

31 July 1861.

Patrick Watters,
Clerk of the Peace.

KING'S COUNTY.

None.

30 July 1861.

L. Parsons,
Clerk of the Peace.

COUNTY OF LEITRIM.

None.

7 Aug. 1861.

H. W. Dunn,
Clerk of the Peace.

COUNTY OF LIMERICK.

None.

30 July 1861.

H. O. Shea,
Clerk of the Peace.

CITY OF LIMERICK.

None.

11 Feb. 1862.

Thomas Fagan,
Clerk of the Peace.

CITY AND COUNTY OF LONDONDERRY.

None.

30 July 1861.

William Gregg,
Clerk of the Peace.

COUNTY OF LONGFORD.

None.

2 Aug. 1861.

John V. Crawford,
Clerk of the Peace.

COUNTY OF LOUTH.

None.

1 Aug. 1861.

Thomas Bourne,
Clerk of the Peace.

COUNTY OF MAYO.

None.

30 July 1861.

Neal Davis,
Clerk of the Peace.

COUNTY OF MEATH.

None.

Rob. Chambers,
Clerk of the Peace.

COUNTY OF MONAGHAN.

None.

2 Aug. 1861.

John Mitchell,
Dep. Clerk of the Peace.

QUEEN'S COUNTY.

None.

30 July 1861.

Wm. Caldbeck,
Clerk of the Peace.

COUNTY OF ROSCOMMON.

None.

1 Aug. 1861.

John James,
Dep. Clerk of Peace.

COUNTY OF SLIGO.

None.

13 Feb. 1862.

Edward Jones,
Clerk of the Peace.

COUNTY OF TIPPERARY.

None.

31 July 1861.

Geo. P. Prittie,
Clerk of the Peace.

COUNTY OF TYRONE.

None.

7 Aug. 1861.

Jno. Buchanan,
Clerk of the Peace.

COUNTY OF WATERFORD.

None.

11 Feb. 1862.

W. J. Dennehy,
Clerk of the Peace.

CITY OF WATERFORD.

None.

31 July 1861.

Richd. Cooke,
Clerk of the Peace.

COUNTY OF WESTMEATH.

None.

G. Fetherston H.,
Clerk of the Peace.

COUNTY OF WEXFORD.

None.

Joseph Meadows,
Dep. Clerk of the Peace.

COUNTY OF WICKLOW.

None.

Sam. Fenton,
Clerk of the Peace.

TENURE AND IMPROVEMENT OF LAND (IRELAND).

7
25

RETURNS of the Number of STATEMENTS of EXPENSES for IMPROVEMENTS which have been lodged with the Clerks of the Peace of the different Counties in *Ireland*, under the Provisions of the Act to amend the Law relative to the TENURE and IMPROVEMENT of LAND, 23 & 24 Vict. c. 153, since the passing of that Act; &c.

(*Mr. Griffith.*)

Ordered, by The House of Commons, to be Printed,
18 February 1862.

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A fine of five cents a day is incurred
by retaining it beyond the specified
time.
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